

**No. 5450J.—The 18th July 1922.**—In exercise of the power conferred by section 65 of the Bengal Village Self-Government Act, 1919 (Bengal Act V of 1919), the Governor in Council is pleased to appoint Babu Syama Charan Das, a member of the Autsahi Union Board, in the Munshiganj subdivision, in the district of Dacca, to be, during his term of office as such member, a member of the Union Bench within the jurisdiction of the said Union Board, for the purposes of that section.

**No. 5451J.—The 18th July 1922.**—In exercise of the power conferred by section 73 of the Bengal Village Self-Government Act, 1919 (Bengal Act V of 1919), the Governor in Council is pleased to appoint Babu Syama Charan Das, a member of the Autsahi Union Board, in the Munshiganj subdivision, in the district of Dacca, to be, during his term of office as such member, a member of the Union Court within the jurisdiction of the said Union Board, for the purposes of that section.

H. P. DUVAL,  
*Secretary to the Government of Bengal.*

## LOCAL SELF-GOVERNMENT DEPARTMENT.

### NOTIFICATIONS.

Minister in charge: The Hon'ble Sir S. N. Banerji, Kt.

**No. 3844M.—The 11th July 1922.**—In pursuance of section 49, sub-section (1) of the Calcutta Improvement Act, 1911 (Bengal Act V of 1911), it is hereby notified for general information that in exercise of the powers conferred by section 48 of that Act, the Government of Bengal (Ministry of Local Self-Government) are pleased to sanction the street scheme known as scheme No. XX (Dhurrumtola Street to Corporation Street) in ward No. 14 of the Calcutta Municipality, which has been submitted to them by the Board of Trustees for the Improvement of Calcutta under section 47 of the said Act.

2 A description of the scheme is given below:—

#### *Description of the Scheme.*

The scheme is a part of the projected public street No. XVI in which a greater portion of the land falling within the road has already been acquired by the Trust. It provides for an 84 feet road running north and south (from Dhurrumtola Street to Corporation Street) and a 40 feet road running westwards to meet Indian Mirror Street fitting in with the Corporation alignment of the said street. Corporation Street will also be widened to 60 feet.

The following figures relate to the particulars of the scheme:—

	Bigha.	Acres.
(1) Total area within the scheme (limit of acquisition) ...	18½	5.79
(2) Total area of existing roads within the scheme ...	2	0.66
(3) Total area of new and widened and existing roads within the scheme ...	6	1.99
(4) Area of land thrown into the roadway ...	4	1.32
(5) Area of surplus land ...	12½	4.13
(6) Length of new roads:—	Yards.	
(i) 84 feet wide ...	173	
(ii) 40 " " ...	90	
Total length of new roads ...	263	
(7) Length of widened roads:—		
(i) 60 feet ...	197	
(ii) 80 " " ...	44	
Total length of all widened roads ...	241	0.13 miles.

The existing roads within the limit of acquisition comprise 10·8 per cent. of the area. The total road area within the same limit after the improvement will amount to 33·3 per cent. of the area.

The estimated cost of acquiring the land included in the scheme as finally approved by the Board :—

			Rs.
Gross	...	...	14 lakhs.
Surplus	...	...	11 „
Net	...	...	3 „

The estimated cost of engineering works excluding the cost of land filling at No. 101-8, Corporation Street :—

Rs. 1,75,000.

3. The boundaries of the area comprised in the scheme are as follows :—

*North.*—From a point on Dhurumtola Street at the north-eastern corner of premises No. 69, Dhurumtola Street running eastward along the southern edge of Dhurumtola Street to a point on the north-western corner of premises No. 77, Dhurumtola Street at its junction with Ram Chandra Das Row.

*East.*—From this point southwards running along the eastern edge of Ram Chandra Das Row and then crossing Corporation Street to a point at its southern edge about 7 yards from the north-western corner of premises No. 56, Corporation Street.

*South.*—From this point westwards along the southern edge of Corporation Street to a point about 8 yards from the north-eastern corner of premises Nos. 47, 47-1, Corporation Street.

*West.*—From this point northward running across Corporation Street along the western boundaries of premises Nos. 101 and 101-8, Corporation Street and then westward along a portion of the southern, then northwards along the western and then eastward along a portion of the northern boundary of premises No. 48, Indian Mirror Street and then northward along the western boundaries of premises Nos. 48-1 and 50, Indian Mirror Street and then across Indian Mirror Street to the south-western corner of premises No. 67, Dhurumtola Street, then running north-eastwards along the northern edge of Indian Mirror Street to the south-eastern corner of premises No. 69, Dhurumtola Street, and then northward along the eastern boundary of 69, Dhurumtola Street, to the point whence at first started.

4. A list of municipal holdings to be acquired is annexed herewith.

5. The plan of the proposed layout of the scheme may be inspected at the office of the Calcutta Improvement Trust, No. 5, Clive Street, Calcutta.

*List of holdings to be acquired.*

Name of street.	Number of municipal holdings.
Corporation Street	... 99B, 100, 100-1, 100-2, 100-2-1, 100-3, 100-3-1, 100-3-2, 100-4, 100-5, 100-5-1, 100-5-2, 100-6, 101 and 101-8.
Dhurumtola Street	... 70, 71, 72, 73, 73-1 and 74.
Ram Chandra Das Row	... 1, 2 and 3A.
Indian Mirror Street	... 48, 48-1, 50 and 52.



Minister in charge : The Hon'ble Sir S. N. Banarji, Kt.

**No. 3846M.—The 11th July 1922.**—The following draft of a notification which the Government of Bengal (Ministry of Local Self-Government) intend to issue in exercise of the power conferred by clause (a) of section 2 of the Calcutta Hackney-Carriage Act, 1919 (Bengal Act I of 1919), is published, as required by the second proviso to that section, for the information of persons likely to be affected thereby.

2. The draft will be taken into consideration on or after the 1st September 1922, and any objection or suggestion with regard thereto which may be received by the undersigned from any ratepayer or inhabitant of the Comilla Municipality before that date will be duly considered.

*Draft notification.*

In exercise of the power conferred by clause (a) of section 2 of the Calcutta Hackney-Carriage Act, 1919 (Bengal Act I of 1919), the Government of Bengal (Ministry of Local Self-Government) are pleased to extend to the Comilla Municipality, in the district of Tippera, all the provisions of the said Act except sub-section (1) of section 6.

Minister in charge : The Hon'ble Sir S. N. Banarji, Kt.

**No. 3847M.—The 11th July 1922.**—The following draft of by-laws which the Government of Bengal (Ministry of Local Self-Government) propose to make for the Comilla Municipality, in the district of Tippera, in exercise of the power conferred by sub-section (1) of section 71 of the Calcutta Hackney-Carriage Act, 1919 (Bengal Act I of 1919), is published for the information of persons likely to be affected thereby.

2. The draft will be taken into consideration on the 1st September 1922, and any objection or suggestion received by the undersigned before that date, through the District Magistrate, will be duly considered :—

**Draft by-laws under section 71 (f) of the Calcutta Hackney-Carriage Act, 1919 (Bengal Act I of 1919), for the Comilla Municipality in the district of Tippera.**

**Appointment**

1. Every hackney-carriage annually registered by a register in which he shall be registered by the Municipal Commissioner.

2. Every person applying for a licence to drive a hackney-carriage shall satisfy the Registering Officer that

(a) that he knows the places of interest in the district.

(b) that he is well acquainted with the places of interest in the district.

(c) that he has a thorough knowledge of the distances between the places of interest in the district.

(d) that he knows the names of the drivers, and the names of the owners of the hackney-carriages.

3. Licenses for hackney-carriage drivers and bearers of palanquins and rickshaws will be in different forms. There shall be attached to each license in such manner as the Commissioners may prescribe—

- (a) the thumb mark of the driver;
- (b) list of fares and distances, to be prepared and printed under the authority of the Commissioners. List of fares shall be supplied free of cost to every driver or bearer.

4. Every driver of a hackney-carriage or bearer of a palanquin shall carry with him and produce, when called upon to do so by his fare or by any police-officer or by the Chairman or Vice-Chairman of the municipality or any municipal officer, his license with the list of fares and distances.

5. No hackney-carriage driver shall drive with his feet in any other position than on the foot board of the vehicle, nor shall he muffle up his face and head in such manner as might endanger the proper driving of his vehicle.

6. No hackney-carriage driver shall be allowed to drive any licensed hackney-carriage or carriages other than those specified on his license without the permission of the Registering Officer.

#### Dress.

7. The drivers and attendants of hackney-carriages and bearers of palanquins shall be neat and clean in their person and clothing.

#### Description of horses, carriages, palanquins and rickshaws.

8. No horse shall be used to draw a hackney-carriage unless it has been passed by the Registering Officer and no horse shall be passed unless it is—

- (a) not less than 14 hands high if intended to be used in a pair in a 1st class hackney-carriage;
- (b) not less than 14·2 hands high if intended to be used singly in a 1st class hackney-carriage;
- (c) not less than 13 hands high if intended to be used in a pair in a 2nd class hackney-carriage;
- (d) not less than 14 hands high if intended to be used singly in a 2nd class hackney-carriage;
- (e) not less than 12 hands high if intended to be used in a pair in a 3rd class hackney-carriage;
- (f) not less than 13·2 hands high if intended to be used singly in a 3rd class hackney-carriage;
- (g) thoroughly broken to harness;
- (h) free from infectious or contagious disease; and
- (i) sufficiently sound and strong for constant hard work.

9. The harness shall be black in colour, of a decent appearance, strong and in good repair; rope or iron chain traces may be used, provided they be covered with leather. No string fastenings will be allowed.

10. First class hackney-carriages shall conform to the following dimensions and be of a pattern fixed by the Commissioners:—

	Ft.	in.
Width of seats ...	3	4
Breadth of front seat ...	1	4
" of rear seat ...	1	6
Height of seat from floor without cushions ...	1	2
" of back rest of hind seat ...	2	4
Thickness of cushions ...	0	3
Height of back rest of front seat ...	1	4
Width between seats ...	1	10
Height of floor of body from ground ...	1	8
" of step from ground ...	0	10
Diameter of front wheels ...	2	8
" of back wheels ...	3	6
Height of hood from hind seat board to top of ...	3	10

Provided that hackney-carriages registered before the issue of these laws are exempted from conforming to these dimensions.



The wheels shall be rubber-tyred, strong and sound so as to run true and without rattling or shaking, and shall be protected by properly fitted splash-boards. The springs and axles shall be in perfect order and all ironwork must be strongly put together.

The lining and cushions shall be clean and in good condition and the inside of the carriage perfectly clean.

The hood and apron shall be made of strong leather and shall be so fitted as to make the carriage water-tight.

The body, wheels and shafts of the carriage shall be painted dark green with plain yellow or gold lining; the hood and apron shall be painted black.

The doors shall close well and shall not rattle.

All iron work shall be painted black.

Each carriage must have a thoroughly good pair of lamps and each lamp shall have a red glass window in the back and shall be so placed that the light from the window shall be visible from a point ten yards in rear of the centre of the vehicle.

11. *Second class hackney-carriages (phaeton type).*—The same measurements as those prescribed for first class hackney-carriages, but of lighter make: Provided that hackney-carriages registered before the issue of these by-laws may, at the discretion of, and on such conditions as may be fixed by, the Commissioners at a meeting, be exempted from conforming to these demensions, if such conformity is likely to cause hardship to the owners.

The wheels shall be rubber-tyred strong and sound so as to run true and without rattling or shaking, and shall be protected by properly fitted splash-boards: Provided that the provision about rubber tyres shall not apply to hackney-carriages with iron tyres registered before the issue of these by-laws.

The springs and axles shall be in perfect order and all ironwork must be strongly put together.

The lining and cushions shall be clean and in good condition and the inside of the carriage perfectly clean.

The hood and apron shall be made of strong leather and shall be so fitted as to make the carriage water-tight.

The body, wheels and shafts of the carriage shall be painted dark blue with plain red lining.

The hood and apron shall be painted black.

The doors shall close well and shall not rattle.

All ironwork shall be painted black.

Each carriage must have a good pair of lamps. Each lamp shall have a red glass window in the back and shall be so placed that the light from the window is visible from a point ten yards in rear of the centre of the vehicle.

12. *Second class hackney-carriages ("bund-gharry" or "brownberry" type)* shall conform to the following dimensions and be of a pattern fixed by the Commissioners:—

	Ft.	in.
Width of seats	3	4
Breadth of seats	1	6
Height of seats from floor without cushions	1	2
Thickness of cushions	0	3
Height of roof from seat without cushions	3	10
Width between seats	1	6
Height of bottom of well from ground	1	8
" of step from ground	0	10
Diameter of front wheels	2	6
" of back wheels	3	6

Provided that hackney-carriages registered before the issue of these by-laws may, at the discretion of, and on such conditions as may be fixed by, the Commissioners at a meeting, be exempted from conforming to these dimensions.

The wheels shall be rubber-tyred or iron-tyred, strong and sound, so as to run true and without rattling or shaking.

The springs and axles shall be in perfect order.

The lining and cushions shall be clean and in good condition and the inside of the carriage perfectly clean.

The doors shall close well.

The windows, venetians and blinds shall not rattle, but shall work easily and shall have proper catches to raise and lower them.

The roof shall be water-tight.

The body, wheels and shafts of the carriage shall be painted dark blue with thin red lining.

All ironwork shall be painted black.

Each carriage must have a good pair of lamp. Each lamp shall have a red glass window in the back and shall be so placed that the light from the windows is visible from a point ten yards in rear of the centre of the vehicle.

13. Third class hackney-carriages shall conform to the following dimensions and be of a pattern fixed by the Commissioners:—

	Ft.	in.
Width of seats ... ..	3	0
Breadth of seats ... ..	1	6
Height of seats from floor without cushions ... ..	1	2
Thickness of cushions ... ..	0	3
Height of roof from seats without cushions ... ..	3	6
Width between seats ... ..	1	6
Height of bottom of well from ground ... ..	1	8
" of steps from ground ... ..	0	10
Diameter of front wheels ... ..	2	6
" of back wheels ... ..	3	6

Provided that hackney-carriages registered before the issue of these by-laws may, at the discretion of, and on such conditions as may be fixed by, the Commissioners at a meeting, be exempted from conforming to these dimensions.

The wheels shall be iron-tyred, strong and sound, so as to run true and without rattling or shaking.

The springs and axles shall be in perfect order.

The lining and cushions shall be clean and in good condition and the inside of the carriage perfectly clean.

The doors shall close well.

The windows, venetians and blinds shall not rattle, but shall work easily and shall have proper catches to raise and lower them.

The roof shall be water-tight.

The body, wheels and shafts of the carriage shall be painted chocolate with plain yellow lining. All ironwork shall be painted black.

Each carriage must have a good pair of lamps. Each lamp shall have a red glass window in the back and shall be so placed that the light from the window is visible from a point ten yards in rear of the centre of the vehicle.

14. There shall be one class of rickshaws of a pattern fixed by the Commissioners.

The body of the rickshaws shall be sound and clean and all the boards strong and properly secured.

The wheels shall be rubber-tyred, strong and sound so as to run true and without rattling or shaking, and shall be protected by properly fitted splash-boards:

Provided that rickshaws registered before the issue of these by-laws need not be rubber-tyred.

The springs and axles shall be made of good metal, strong and properly riveted and free from rust.

The iron supports at the back shall be properly curved and securely fixed at each side, strong and of sound metal and free from rust.

The shafts shall be of sound wood, strong, securely fixed and furnished at the fore-ends with the ring-shaped metal supports and connected by a collision guard.

The hood, apron and cushions shall be made of and covered with good cloth, canvas or other material approved of by the Commissioners. The hood and apron shall be so fitted as to make the vehicle water-tight.

The body, wheels and shafts of all rickshaws shall be painted dark blue with thin red lining. All ironwork shall be painted black.



Every rickshaw must have a good pair of lamps. Each lamp shall have a red glass window in the back and shall be so placed that the light from the window is visible from a point ten yards in rear of the centre of the vehicle.

15. There shall be one class of palanquins of a pattern fixed by the Commissioners.

The body of the palanquin shall be sound and clean, properly secured. The door shall close well, work easily and shall not rattle, and shall have proper catches to open and shut them.

The body and pole shall be painted dark blue with thin red lining. All ironwork shall be painted black.

Every palanquin must have a good pair of lamps. Each lamp shall have a red glass window in the back and shall be so placed that the light from the window is visible from a point ten yards in rear of the centre of the vehicle.

#### Identification of horses.

16. Every horse passed by the "Registering Officer" shall be branded on both forehoofs in the following manner:—

(1) The registered number as shown in the "Register of horses" on the off forehoof.

(2) The year of registration on the near forehoof.

17. It shall be compulsory for the owner to produce the horse before the Registering Officer at the end of every three months to be rebranded without being sent for.

18. Licenses for horses will be in different forms according to the class in which they are registered.

#### Classes of hackney-carriages, palanquins and rickshaws.

19. Hackney-carriages shall be of three classes and of patterns fixed by the Commissioners and of the dimensions and colours prescribed by by-laws 10 to 13.

20. There shall be one class of rickshaws and of palanquins, of a pattern fixed by the Commissioners and of the dimensions and colours prescribed by by-laws 14 and 15.

21. Every licensed hackney-carriage, palanquin or rickshaw shall be distinctly marked on its panels and on the inside with the registered number and the number of the class to which it belongs, the figures to be not less than 8 inches in length, the colour of which shall be changed every year.

22. The lamps of every licensed hackney-carriage, palanquin or rickshaw shall have the registered number painted on them, the figures to be not less than one inch in length, the colour of which shall be changed every year.

#### Fees.

23. A fee shall be paid to the Commissioners in accordance with the following scale for the issue, transfer or renewal of license, etc.:—

	First class hackney- carriages.	Second class hackney- carriages.	Third class hackney- carriages.	Rickshaws.	Palanquins.	Horses.
	Rs. A.	Rs. A.	Rs. A.	Rs. A.	Rs. A.	Rs. A.
Owner's license ...	4 0	3 0	2 0	1 0	0 8	2 0
Driver's " ...	2 0	2 0	2 0	...	...	...
Duplicate license plate ...	0 8	0 8	0 8	0 8	0 8	...
Transfer of owner's license ...	3 0	2 0	1 0	1 0	1 0	2 0
Duplicate owner's license ...	2 0	1 8	1 0	0 8	0 4	1 0
" driver's " ...	1 0	1 0	1 0	...	...	...
" of driver's ticket ...	0 8	0 8	0 8	...	...	...
Bearer's license ...	...	...	...	0 4	0 4	...
Renewal of bearer's license ...	...	...	...	0 2	0 2	...
Duplicate of bearer's license ...	...	...	...	0 2	0 2	...
Fare book and table of distances ...	1 0	1 0	1 0	1 0	1 0	...
Fare plate ...	2 0	2 0	2 0	2 0	2 0	...
Duplicate fare plate ...	2 0	2 0	2 0	2 0	2 0	...
Certified copy of particulars of register and license ...	0 8	0 8	0 8	0 8	0 8	0 8
Alteration in register ...	0 8	0 8	0 8	0 8	0 8	0 8

**Rates and fares.**

24. Fares shall be paid according to distances or time at the option of the hirer to be expressed at the commencement of the hiring; if not otherwise expressed the fare to be paid according to time.

*(1) Rates and fares to be paid for hackney-carriages.*

Description of carriage.	FARE BY DISTANCE.		Fare by time.
	For any distance within and not exceeding one mile.	For any distance exceeding one mile.	
	Annas.		Rs. A.
First class ...	8	At the rate of 6 annas for every mile and for any part of a mile over and above any number of miles completed.	Minimum fare for short distances not exceeding 15 minutes ... 0 8 For half-an-hour ... 1 0 " one hour ... 1 8 " subsequent hours ... 0 12 Half day of five hours ... 4 0 Whole day of nine hours ... 7 0 Phaeton type— Minimum Fare for short distances not exceeding 15 minutes ... 0 6 For half-an-hour ... 0 12 " one hour ... 1 0 " subsequent hours ... 0 8 Half day of five hours ... 2 8 Whole day of nine hours ... 4 8 Bund or browberry type— For half-hour ... 0 8 " one hour ... 0 14 " subsequent hours ... 0 6 Half day of five hours ... 2 8 Whole day of nine hours ... 4 0
Second class ...	6	At the rate of 4 annas for every mile and for any part of a mile over and above any number of miles completed.	
Third class ...	3	At the rate of 2 annas for every mile and for any part of a mile over and above any number of miles completed.	Minimum fare for short distances not exceeding 15 minutes ... 0 4 For half-an-hour ... 0 6 " one hour ... 0 8 " subsequent hours ... 0 4

*(2) Rates and fares to be paid for palanquins.*

FARE BY DISTANCE.		FARE BY TIME.			
For any distance within and not exceeding one mile.	For any distance exceeding one mile.	For any time within and not exceeding one hour.	For every hour or part of an hour beyond one hour.	For half a day of five hours.	For a whole day consisting of nine hours.
3 annas ...	At the rate of 3 annas for every mile and for any part of any mile over and above number of miles completed.	6 annas ...	3 annas ...	1 rupee ...	1 rupee and 8 annas.

*(3) Rates and fares to be paid for rickshaws.*

FARE BY DISTANCE.		FARE BY TIME.	
For any distance within and not exceeding one mile.	For any distance exceeding one mile.	For any time within and not exceeding one hour.	For every hour or part of an hour beyond one hour.
3 annas ...	At the rate of 3 annas for every mile and for any part of any mile over and above number of miles completed.	6 annas ...	3 annas.



**Passengers and luggage.**

25. No hackney-carriage shall carry more than four adult persons altogether, in addition to the driver and attendant.

26. (1) No rickshaw shall carry more than two adult passengers.

(2) No palanquin shall be allowed to carry more than two adult passengers.

For the purpose of this by-law two children under twelve years of age shall be reckoned as one adult.

27. The driver of every hackney-carriage shall carry in or upon such carriage a quantity of luggage not exceeding two maunds, together with one additional maund for every person below four carried in the carriage, without any charge over and above the fare.

A charge not exceeding 2 annas may be levied for every ten seers or part thereof in excess of the above free allowance.

28. Rule 27 shall not apply to bicycles, perambulators and child's mail carts, for each of which a charge not exceeding 4 annas may be made.

**Inspection of hackney-carriages, palanquins and rickshaws.**

29. It shall be lawful for the Commissioners or License Officer or Sanitary Inspector of the municipality at any time between sunrise and sunset to enter any premises on which any licensed hackney-carriage, palanquin or rickshaw, or the horses or other animals, harness or other things used herewith are kept, in order to carry out any provision of this Act or these bye-laws, and the owner, occupier or his agent shall afford every facility for such officer's inspection.

**Protection of weak and lame horses.**

30. It shall be lawful for the Registering Officer at any time to cause any animal used in a hackney-carriage to be produced before him for the purpose of inspection, and it shall be compulsory upon the owners to produce any such animal within 24 hours after the receipt of such notice.

31. The owner of any animal declared under section 30 to be unfit for use in a hackney-carriage shall, if he dispose of it, or removes it from the premises on which it is stabled, give notice of the fact to the Registering Officer within one week of such disposal or removal, intimating at the same time the name and address of the person to whom he has disposed of it and the place to which it has been removed.

32. Notice of the death of a registered horse shall also be given to the Registering Officer who, on receipt of such notice, shall cause the entry concerned to be cancelled in the "Register of Horses" and the certificate of registration to be withdrawn.

**Regulation of use of horses.**

33. No owner shall permit any horse to work continuously in any hackney-carriage in excess of the following scale of time :—

Class of carriage.				Maximum period allowed to be worked.		Minimum period of rest.	
First, second and third if drawn by two horses				...	10 hours	...	14 hours.
Ditto		ditto one horse		...	8 "	...	16 "

34. The following particulars shall be entered in a register to be kept by every owner for the purpose of by-law 33 :—

Date.	Registered number and class of carriage.	Branded number of horse or horses used to draw the carriage together with descriptions.	Hour of leaving stable.	Hour of return to stable.	Names of drivers and attendants.	Signature of owner.	Signature and rank of Inspecting Officer.

**Publication of list of fares and distances.**

35. The list of fares prepared by the Commissioners with reference to the scale of rates laid down by by-law 24 and tables of distances shall be published in such manner as the Commissioners shall deem proper.

36. The Commissioners shall cause to be prepared and kept, for sale to the public, printed tables setting forth these fares and distances.

**Advertisements on hackney-carriage, palanquin or rickshaw.**

37. No printed, written or other matter shall appear on the inside or outside of any hackney-carriage, palanquin or rickshaw, by way of advertisement, without the permission from the Registering Officer.

**Registers and licenses.**

38. The following particulars shall be entered in the registers and licenses under this Act:—

**(1) Hackney-carriage license.**

*Particulars of license.*

1. The class and the number assigned to the carriage in the register.
2. The name, father's name and residence of the owner, the description of the carriage and the place where carriage is kept.
3. The number and description of horses to be employed in drawing such carriage.
4. The number of passengers the carriage is licensed to carry.
5. The date on which the license was granted.
6. The obligation to ply for hire at any of the public stands in the town and suburbs of Comilla and not at any other place.
7. Signature of the Registering Officer.

**(2) Register of Hackney-carriages.**

1. The class and number assigned to the carriage in the register.
2. The certificate numbers.
3. Date on which license was granted.
4. Owner's and his father's name.
5. Place of residence.
6. Stable locality.
7. House number.
8. Driver's and his father's name.
9. Place of residence.
10. Period of suspension or cancellation.
11. Date of renewal.
12. Duplicate ticket.
13. " license.
14. Date of conviction.
15. Section of law.
16. Punishment inflicted.
17. Date of offence.
18. Offence.
19. Ownership transferred to.
20. Date of transfer.
21. Signature of Registering Officer.
22. Remarks.

**(3) Horse Register.**

1. Serial number.
2. Class of hackney-carriage in which horse is to be used.
3. To be used singly or in pair.
4. Owner's and his father's names.
5. " address.
6. Branded number assigned to horse in register.
7. Place where it is intended to keep the horse.
8. Date on which the license was granted.
9. Ownership transferred to.
10. Date of transfer.



11. Date on which horse was rebranded.
12. „ of notices issued to owner.
13. „ of disposal of notices.
14. Signature of Registering Officer.
15. Remarks.

**(4) Hackney-carriage driver's license.**

1. The number of the license, the name, father's name, place of abode and age of the person to whom such license is granted.
2. The date on which the license was granted.
3. The class and number of the hackney-carriage he is allowed to drive.
4. Thumb mark or signature of the driver.
5. Date of expiry of license.
6. A summary of the more important statutory provisions and by-laws affecting drivers of hackney-carriages.
7. Signature of the Registering Officer.

**(5) Rickshaw bearer's license.**

1. The number of the license, the name, father's name, place of abode and age of the person to whom such license is granted.
2. The date on which the license was granted.
3. The number of rickshaw he is allowed to draw.
4. Date of expiry of license.
5. A summary of the more important statutory provisions and by-laws affecting bearers of rickshaws.
6. Signature of the Registering Officer.

**(6) Rickshaw owner's license.**

1. The number assigned to the rickshaw in the register.
2. The name, father's name and residence of the owner, the description of the rickshaw and the place where the rickshaw is kept.
3. The number of passengers the rickshaw is licensed to carry.
4. The date on which the license was granted.
5. Date of expiry of license.
6. The obligation to ply for hire at any of the public stands in the town and suburbs of Comilla and not at any other place.
7. Signature of the Registering Officer.

**(7) Register of rickshaws.**

1. The number assigned to the rickshaw in the register.
2. Fee certificate number.
3. Owner's and his father's names.
4. Place of residence.
5. Date on which the license was granted.
6. Place where the rickshaw is kept.
7. House numbers.
8. Bearer's and his father's names.
9. Place of residence.
10. Period of suspension or cancellation.
11. Date of renewal.
12. Duplicate license.
13. „ ticket.
14. Date of conviction.
15. Section of law.
16. Punishment inflicted.
17. Date of offence.
18. Offence.
19. Ownership transferred to.
20. Date of transfer.
21. The number of persons the rickshaw is licensed to carry.
22. Signature of Registering Officer.
23. Remarks.

**(8) Register of palanquins.**

1. The number assigned to the palanquin in the register.
2. Date on which license was granted.
3. Owner's and his father's names.
4. Place of residence.
5. " where the palanquin is to be kept.
6. House number.
7. Bearer's and his father's names.
8. Place of residence.
9. Period of suspension or cancellation.
10. Date of renewal.
11. Duplicate license.
12. " ticket.
13. Date of conviction.
14. Section of law.
15. Punishment inflicted.
16. Date of offence.
18. Offence.
19. Ownership transferred to.
20. The number of persons the palanquin is licensed to carry.
21. Date of transfer.
22. Signature of Registering Officer.
23. Remarks.

**(9) Palanquin owner's license.**

1. The number assigned to the palanquin in the register.
2. The name, father's name and residence of the owner, the description of the palanquin, and the place where the palanquin is to be kept.
3. The number of passengers the palanquin is licensed to carry.
4. The date on which the license was granted.
5. Date of expiry of license.
6. The obligation to ply for hire at any of the public stands in the town, and suburbs of Comilla and not at any other place.
7. Signature of the Registering Officer.

**(10) Palanquin bearer's license.**

1. The number of license.
2. The name, and father's name, place of abode and the age of the person to whom such license is granted.
3. Date on which the license was granted.
4. Date of expiry of license.
5. The number of the palanquin he is allowed to carry.
6. Thumb mark or signature of bearer.
7. A summary of the more important statutory provisions and by-laws affecting bearers of palanquins.
8. Signature of the Registering Officer.

**(11) Horse license.**

1. The class of hackney-carriage with which the horse is to be used and whether it is to be used singly or in pair.
2. The name and father's name of the owner and residence of the owner.
3. The number assigned to the horse in the register.
4. The place where it is intended to keep the horse.
5. The date on which the license was granted.
6. The date on which the license expires.
7. Signature of the Registering Officer.



Minister in charge: The Hon'ble Sir S. N. Banarji, Kt.

No. 3866M.—*The 12th July 1922.*—In exercise of the power conferred by section 14 of the Bengal Municipal Act, 1884 (Bengal Act III of 1884), the Government of Bengal (Ministry of Local Self-Government) are pleased to appoint the following gentlemen to be Commissioners of the Serampore Municipality, in the district of Hooghly:—

Civil Surgeon, Serampore, *ex-officio*.

Mr. C. H. Burns.

Rai Mahendra Chandra Lahiri Bahadur.

Mr. A. Guha.

Munshi Mahammad Hossain.

Minister in charge: The Hon'ble Sir S. N. Banarji, Kt.

No. 3870M.—*The 13th July 1922.*—In pursuance of section 63, sub-section (7) of the Calcutta Improvement Act, 1911 (Bengal Act V of 1911), as amended by the Calcutta Improvement (Amendment) Act, 1915 (Bengal Act III of 1915), it is hereby notified for general information that, in exercise of the power conferred by sub-section (6) of that section, the Government of Bengal (Ministry of Local Self-Government) are pleased to sanction the plan of proposed public street No. XXXIX (Halder Lane to Wellington Street), in ward No. X of the Calcutta Municipality, as notified by the Board of Trustees for the Improvement of Calcutta in their notice dated the 16th February 1921, published at page 425 of the Supplement to the *Calcutta Gazette*, dated the 2nd March 1921, and republished at page 476 of the said *Gazette* of the 9th March 1921, subject to the modification that the flat curve formed by the road at its junction with the Wellington Street has been made square.

2. The proposed public street will now pass through the following Municipal holdings:—

Name of street.	Number of municipal holdings.
Halder Lane	...
Dass Lane	...
Fakir Chand De Lane	...
Jadu Nath De Lane	...
Gopi Mohan Bose Lane	...
Wellington Street	...
	9.
	11 and 18
	3, 3-1, 4, 5-2, 6, 7, 10, 11, 11-2 and 12.
	1 and 1-1A.
	7, 19, 20A, 21 and 22.
	5, 6, 8, 9, 10A, 10-1, 10-2, 10-3, 10-4 and 10-5.

3. The plan as now sanctioned may be inspected at the office of the Trust, 5, Clive Street, Calcutta.

Minister in charge: The Hon'ble Sir S. N. Banarji, Kt.

No. 3873M.—*The 14th July 1922.*—In exercise of the power conferred by section 27 of the Bengal Municipal Act, 1884 (Bengal Act III of 1884), the Government of Bengal (Ministry of Local Self-Government) are pleased to appoint Mr. G. H. Stevenson to be a Commissioner of the Chittagong Municipality, *vice* Mr. W. B. Venters, resigned.

Minister in charge: The Hon'ble Sir S. N. Banarji, Kt.

No. 3875L.S.-G.—*The 14th July 1922.*—In exercise of the power conferred by section 22 of the Bengal Local Self-Government Act, 1885 (Bengal Act III of 1885), the Government of Bengal (Ministry of Local Self-Government) are pleased to approve the election by the members of the Jalpaiguri District Board of Rai Kalipada Banarji Bahadur to be their Chairman.

Minister in charge: The Hon'ble Sir S. N. Banerji, Kt.

**No. 3885 L.S.-G.**—*The 15th July 1922.*—In exercise of the power conferred by section 29 of the Bengal Local Self-Government Act, 1885 (Bengal Act III of 1885), the Government of Bengal (Ministry of Local Self-Government) are pleased to approve the election by the members of the Bankura District Board of Rai Basanta Kumar Neogi Bahadur to be their Chairman, *vice* Rai Sahib Bama Charan Roy, on leave.

S. W. GOODE, H. D. A. K.

*Secretary to the Government of Bengal (offg.).*

#### MEDICAL.

Minister in charge: The Hon'ble Sir S. N. Banerji, Kt.

**No. 1758 Medl.**—*The 12th July 1922.*—Assistant Surgeon Maulvi Shah Jahan Ali, officiating Civil Surgeon, Noakhali, is allowed leave on average pay for four months and fifteen days (the entire period being privilege leave) under rule 81 (b) (ii) of the Fundamental Rules, with effect from the 7th August 1922, or from any subsequent date on which he is relieved of his duties.

Minister in charge: The Hon'ble Sir S. N. Banerji, Kt.

**No. 1760 Medl.**—*The 12th July 1922.*—Assistant Surgeon Lalit Mohan Roy, attached to the Bholanath Bose's Dispensary at Barrackpore, is appointed temporarily to act as a Civil Surgeon and is posted to Noakhali, *vice* Maulvi Shah Jahan Ali, granted leave.

Minister in charge: The Hon'ble Sir S. N. Banerji, Kt.

**No. 1795 Medl.**—*The 15th July 1922.*—Captain W. O. Walker, I.M.S., on return from leave, did general duty at the Medical College Hospital, Calcutta, from the 19th June to the 3rd July 1922.

Minister in charge: The Hon'ble Sir S. N. Banerji, Kt.

**No. 1797 Medl.**—*The 15th July 1922.*—Captain W. O. Walker, I.M.S., is appointed to act as a Civil Surgeon and is posted to Hooghly, with effect from the 4th July 1922, *vice* Lt.-Col. E. O. Thurston, I.M.S., on leave.

S. W. GOODE,

*Secretary to the Government of Bengal (offg.).*

#### NOTIFICATIONS.

Minister in charge: The Hon'ble Sir S. N. Banerji, Kt.

**No. 1762 Medl.**—*The 12th July 1922.*—The Government of Bengal (Ministry of Local Self-Government) are pleased to appoint the undermentioned gentlemen to be members of the committee which has been constituted under this Department resolution No. 2413 Medl., dated the 26th August 1921, to consider the question of the restoration and development of the Tibbi or Unani system of treatment:—

- (1) Shafa-ul-Mulk Hakim Abdur Rashid Khan, Khan Bahadur.
- (2) A. F. M. Abdul Ali, Esq., M.A., Assistant Secretary to the Government of India and Keeper of Imperial Records.

**No. 1781 Medl.—The 13th July 1922.**—The following draft of a notification which the Government of Bengal (Ministry of Local Self-Government) propose to issue in exercise of the power conferred by clause (ii) of section 69B of the Bengal Municipal Act, 1884 (Bengal Act III of 1884), and clause (k) of section 138 of the Bengal Local Self-Government Act, 1885 (Bengal Act III of 1885), is published for the information of persons likely to be affected thereby.

2. The draft will be taken into consideration on the 31st August 1922 and any objection or suggestion which may be received by the undersigned on or before that date will be duly considered.

**Draft notification.**

In exercise of the powers conferred by clause (ii) of section 69B of the Bengal Municipal Act, 1884 (Bengal Act III of 1884), and clause (k) of section 138 of the Bengal Local Self-Government Act, 1885 (Bengal Act III of 1885), the Government of Bengal (Ministry of Local Self-Government) are pleased to substitute the following revised rule for rule 38 (paragraph I) of the rules for the establishment and management of hospitals and dispensaries under the supervision of the Government of Bengal, published under Government notification No. 138T.-Medl., dated the 7th June 1915, at pages 1052-1066 of Part I of the *Calcutta Gazette* of the 9th idem, as subsequently modified:—

**Revised rule 38 (paragraph I)**—"Any person attending at a charitable dispensary will ordinarily receive advice and medicines free of charge; but the Medical Officer should impress upon all but the poor, the duty of subscribing to the dispensary or paying for the medicines supplied to them, and should bring to the notice of the Committee or Manager any cases in which the privilege of free treatment is abused. Municipalities and District Boards are however authorised, if they so desire, to levy a fee of one anna from every new patient (an indigent patient being exempted) attending a Municipal or District Board dispensary, as the case may be, and an additional fee of one pice for every time that a prescription is subsequently made up for the same patient."

S. W. GOODE,

*Secretary to the Government of Bengal (offg.).*

**PUBLIC HEALTH.**

Minister in charge: The Hon'ble Sir S. N. Banerji, Kt.

**No. 2005 P.H.—The 10th July 1922.**—In pursuance of section 37F of the Bengal Municipal Act, 1884 (Bengal Act III of 1884), it is hereby notified, for general information, that the scheme submitted by the Commissioners of the Howrah Municipality for extending its waterworks jetty intake at Serampore, in the district of Hooghly, has been approved by the Government of Bengal (Ministry of Local Self-Government) and that the particulars of the said scheme are as follows:—

(a) This scheme provides for the construction of short jetty close to Dey's Ghat, and a surface well by the side of the existing suction pipe jetty in front of the waterworks. Water will gravitate from Dey's Ghat to the new surface well at the existing jetty through the 24" diameter steel pipes and the existing low lift suction pipe will be connected to the new surface well. In this way it is hoped to augment the supply of water available at low tides and so counteract the effects of the *chur* which forms every year in the river bed close to the end of the suction pipe jetty.

(b) The estimated cost of the scheme is Rs. 36,334.

(c) The sum of Rs. 36,334 on account of the cost of the scheme will be met from a loan of Rs. 36,334 from Government.

(d) The loan of Rs. 36,334 bearing interest at 7 per cent. will be repaid in 40 equal half-yearly instalments of Rs. 1,701-6-9 only.



2. The said scheme will be taken into consideration on or after the 19th September 1922 and any objections or suggestions with regard thereto which may be received by the undersigned through the District Officer before that date will be duly considered.

S. W. GOODE.

*Secretary to the Government of Bengal (offn.).*

**Orders by the Surgeon-General with the Government of Bengal.**

*No. 11997, dated Calcutta, the 8th July 1922.*—Assistant Surgeon Binod Bihari Hajra is placed on supernumerary duty at the Medical College Hospital, Calcutta, with effect from the 3rd July 1922, until further orders.

*No. 12016, dated Calcutta, the 10th July 1922.*—Temporary Assistant Surgeon Samarketu Sen did supernumerary duty at the Medical College Hospital, Calcutta, on the 29th and 30th June 1922.

*No. 12018, dated Calcutta, the 10th July 1922.*—Assistant Surgeon Abdul Majed is placed on supernumerary duty at the Medical College Hospital, Calcutta, with effect from the 28th June 1922, until further orders.

*No. 12086, dated Calcutta, the 11th July 1922.*—Assistant Surgeon Rash Bihari Dutt is granted leave on average pay for two months (entirely on account of privilege leave at his credit) under article 81 (b) (ii) of the Fundamental Rules, with effect from the 15th July 1922 or any subsequent date on which he may avail himself of it.

*No. 12049, dated Calcutta, the 11th July 1922.*—Temporary Assistant Surgeon Khagendra Nath Chatterji did supernumerary duty at the Medical College Hospital, Calcutta, on the 3rd and 4th July 1922.

*No. 12132, dated Calcutta, the 12th July 1922.*—Temporary Assistant Surgeon Sachindra Kumar Bagchi did supernumerary duty at the Medical College Hospital, Calcutta, on the 6th and 7th July 1922.

*No. 12130, dated Calcutta, the 12th July 1922.*—Assistant Surgeon Bankim Chandra Banerji is placed on supernumerary duty at the Medical College Hospital, Calcutta, with effect from the 5th July 1922, until further orders.

*No. 12148, dated Calcutta, the 13th July 1922.*—Assistant Surgeon Ananta Mohan Datta is placed on supernumerary duty at the Medical College Hospital, Calcutta, with effect from the 4th July 1922, until further orders.

*No. 12162, dated Calcutta, the 13th July 1922.*—Assistant Surgeon Chandi Charan Mitra is granted leave on average pay for two months (entirely on account of privilege leave at his credit) under article 81 (b) (ii) of the Fundamental Rules, with effect from the date on which he may avail himself of it.

ROGER P. WILSON F.R.C.S., LT.-COL., I.M.S.,

*Surgeon-General with the Government of Bengal (offn.).*

**EDUCATION DEPARTMENT.****NOTIFICATIONS.**

Minister in charge : The Hon'ble Mr. P. C. Mitter, C.I.E.

**No. 1364Edn.**—*The 10th July 1922.*—Maulvi Mubarak Ali, head master, Government Moslem High School, Chittagong, has been granted by the High Commissioner for India extraordinary leave without pay for one year, in extension of the leave already granted to him.

**Chittagong.**

S. W. GOODE,

*Secretary to the Government of Bengal (offg.).*

**MISCELLANEOUS.**

Minister in charge : The Hon'ble Mr. P. C. Mitter, C.I.E.

**No. 1432Mis.**—*The 12th July 1922.*—Babu Suresh Chandra Ghosh, Sub-Registrar, grade I, of Jhargram, in the district of Midnapore, is appointed to act as District Sub-Registrar of Dinajpur, until further orders.

**Midnapore.  
Dinajpur.**

Minister in charge : The Hon'ble Mr. P. C. Mitter, C.I.E.

**No. 1450 Mis.**—*The 14th July 1922.*—It is notified for general information that the Government of Bengal (Ministry of Education) are pleased to sanction the further retention for one year with effect from the 1st July 1922 of the office of the Joint Sub-Registrar of Rangpur having concurrent jurisdiction with the Sadar Registration office.

**Rangpur.**

Minister in charge : The Hon'ble Mr. P. C. Mitter, C.I.E.

**No. 1455 Mis.**—*The 14th July 1922.*—It is notified for general information that the Government of Bengal (Ministry of Education) are pleased to sanction the further retention for one year, with effect from the 1st July 1922, of the office of the Joint Sub-Registrar of Kendua at Madan, in the district of Mymensingh, the retention of which up to 30th June 1922 was sanctioned in notification No. 683 Mis., dated the 20th March 1922.

**Mymensingh.**

Minister in charge : The Hon'ble Mr. P. C. Mitter, C.I.E.

**No. 1458 Mis.**—*The 15th July 1922.*—Under the provisions of section 7 of the Indian Registration Act XVI of 1908, and in continuation of notification No. 1412Mis., dated the 15th July 1921, the Government of Bengal (Ministry of Education) are pleased to sanction the retention of the office of the Sub-Registrar of Muladi, in the district of Bakarganj, for a further period of one year, with effect from 1st July 1922.

**Bakarganj.**

S. W. GOODE,

*Secretary to the Government of Bengal (offg.).*

**Orders by the Director of Public Instruction, Bengal.****SUBORDINATE EDUCATIONAL SERVICE.**

*The 10th July 1922.*

**No. 509A.**—Babu Prafulla Kumar Das is confirmed in his present appointment as lecturer in English, Rajshahi College, and in the scale of Rs. 150—10—300 (efficiency bar)—10—400, with effect from 19th February 1922.

**Rajshahi.**

**No. 509A.**—In supersession of the orders published in this office notification No. 486A., dated 29th June 1922, Maulvi **Calcutta.** A. F. M. Siddique Ahmed, Assistant Maulvi (Arabic teacher), Hooghly Madrasah, on Rs. 75—5—200 (drawing) Rs. 105 per mensem), is appointed substantively *pro tempore* to be Assistant Maulvi, Senior Section of the Arabic Department, Calcutta Madrasah, and in the scale of Rs. 150—10—300 (efficiency bar)—10—100, with effect from the date he joins the appointment, *vice* Maulvi Mobarak Karim, on deputation to Bihar and Orissa.

*The 12th July 1922.*

**No. 510A.**—In supersession of this office notification No. 473A., dated 22nd June 1922, the following arrangements are sanctioned :—

(1) Babu Mohim Chandra Chakravarti, B.A., officiating Sub-Inspector of Schools, Taki, now under orders of transfer as officiating **24-Parganas.** Sub-Inspector of Schools, West Kustia, is appointed to **Nadia.** act as Sub-Inspector of Schools, Sonarpur Circle, in the district of 24-Parganas, and on an allowance of Rs. 75 a month, with effect from the date on which he joins the appointment, *vice* Babu Abani Ranjan Sen Gupta, transferred, or until further orders.

(2) Babu Bidhu Bhushan Chakravarti, B.A., B.T., now officiating Sub-Inspector of Schools, Sonarpur Circle, district 24-Parganas, is appointed to act as Sub-Inspector of Schools, West Kustia, in the district of Nadia, on an allowance of Rs. 75 a month, with effect from the date on which he joins the appointment, *vice* Babu Sarat Chandra Banerjee, on deputation, or until further orders.

**No. 511A.**—Maulvi Khaliluddin Bhuia, Sub-Inspector of Schools, **Mymensingh.** Nagarpur, now acting Sub-Inspector of Schools, Munshiganj, on pay of Rs. 85 in the scale of Rs. 75—5—200, is appointed to act, on his own pay, as head master, Munshiganj Guru Training School, with effect from the date on which he joins during the absence, on deputation, of Maulvi Abdul Hossain Sardar, or until further orders.

2. Maulvi Muhammad Sharif, B.A., officiating Sub-Inspector of Schools, Dhamrai, is appointed to act as Sub-Inspector of Schools, Munshiganj, on an allowance of Rs. 75 per month, with effect from the date on which he joins, *vice* Maulvi Khaliluddin Bhuia, on deputation, or until further orders.

**No. 512A.**—The following arrangements are sanctioned :—

(1) Maulvi Lutfar Rahman, assistant master, Barisal Zilla School, on pay **Barisal.** of Rs. 105 in the scale of Rs. 75—5—200, is appointed on his own pay to be an assistant master, Bhola Government High School, with effect from the date on which he joins, *vice* Babu Suresh Chandra Sen Gupta, transferred.

(2) Babu Suresh Chandra Sen Gupta, assistant master, under orders of transfer to Bhola, on pay of Rs. 85 in the scale of Rs. 75—5—200, is appointed on his own pay to be an assistant master, Jhalakati Government High School, with effect from the date on which he joins, *vice* Babu Annada Charan Rai, transferred.

(3) Babu Annada Charan Rai, assistant master, Jhalakati Government High School, on pay of Rs. 75—5—200, is appointed on his own pay to be an assistant master, Barisal Zilla School, with effect from the date on which he joins, *vice* Maulvi Lutfar Rahman, transferred.

**No. 513A.**—Babu Haridas Banerjee, assistant master, Jamalpur Government High School, is granted leave on average pay **Mymensingh.** under rule 81 (b) (ii) of the Fundamental Rules for sixteen days, with effect from the 3rd January 1922.



*The 13th July 1922.*

**No. 514A.**—In partial modification of this office notification No. 172A., dated 11th February 1922, Babu Kshitish Chandra **Calcutta.** Banerjee is declared to have acted as assistant master, Bethune Collegiate School, on an allowance of Rs. 75 a month, for the period from 1st to 21st March 1922, *vice* Mrs. Snehalata Sen, on leave.

2. Babu Probodh Chandra Rai Chowdhuri is declared to have acted as assistant master, Bethune Collegiate School, on an allowance of Rs. 75 a month, for the period from 22nd March 1922 to 5th May 1922, *vice* Mrs. Snehalata Sen, on leave.

3. Mrs. Prativa Bhattacharjee is appointed to act as assistant mistress, Bethune Collegiate School, on an allowance of Rs. 75 a month, with effect from 28th June 1922, *vice* Mrs. Snehalata Sen, on leave.

**No. 515A.**—In partial modification of this office notification No. 155A., dated 7th February 1922, Babu Bireswar Basu, Lecturer in Sanskrit, Chittagong College, on Rs. 150—10—400, **Chittagong.** now under orders of transfer to the Presidency College, is granted combined leave for three months and twelve days, with effect from 1st January 1922, viz., leave on average pay for two months and ten days under rule 82 (b) and the remaining period under rule 81 (c) (ii) of the Fundamental Rules.

2. Babu Satya Kinkar Mukherjee is appointed to act as Lecturer in Sanskrit, Chittagong College, on an allowance of Rs. 150 per mensem, with effect from 1st January 1922, *vice* Babu Bireswar Basu, on leave.

**No. 516A.**—Maulvi Moslehuddin Ahmed, Sub-Inspector of Schools **Dacca.** Narainganj, on Rs. 75—5—200, is granted combined leave under article 232 of the new leave rules for five months, viz., privilege leave under article 260 for two months and fifteen days and commuted furlough for the remaining period under the Government of India, Finance Department, Resolution No. 2099, dated 27th November 1920, with effect from the 3rd January 1922, or any subsequent date on which he availed himself of it.

2. Maulvi Muhammad Abdul Hai, Sub-Inspector of Schools, Narshingdi, on Rs. 75—5—200, is appointed on his own pay to act as Sub-Inspector of Schools, Narainganj, with effect from the date on which he joined, *vice* Maulvi Moslehuddin Ahmed.

3. Maulvi Dewan Ali, B.A., is appointed to act, on an allowance of Rs. 75 per month, as Sub-Inspector of Schools, Narshingdi, with effect from the date he joined, *vice* Maulvi Abdul Hai, on deputation.

**No. 517A.**—Maulvi Anisuddin Ahmed, Sub-Inspector of Schools, Basirhat, **24-Parganas.** Circle, in the district of 24-Parganas, on a salary of Rs. 105 a month (in the scale of Rs. 75—5—150—5—200, was on leave on average pay under rule 81 (b) (ii) of the Fundamental Rules for fifteen days from the 6th to the 20th March 1922, both days inclusive.

*The 14th July 1922.*

**No. 518A.**—Maulvi Muhammad Manikulla, Sub-Inspector of Schools, **Jessore.** Manirampore Circle, in the district of Jessore, on Rs. 75—5—200, now drawing Rs. 140 a month, is allowed leave on average pay under rule 81 (b) (ii) of the Fundamental Rules for thirty-six days, in extension of such leave granted to him in this office notification No. 477A., dated 24th June 1922.

**No. 519A.**—Babu Jogendra Chandra Das, assistant master, Rangamati **Chittagong.** High School, on Rs. 75—5—200, is granted leave on average pay for three months, with effect from the 24th June 1922, under rule 81 (b) (vi) of the Fundamental Rules, in combination with the Puja vacation of the school under rule 82 (d) of the same rules.

Babu Kali Mohan Sarma Adhikary, officiating Sub-Inspector of Schools, Feni, is appointed to act as assistant master, Rangamati High English School, on an allowance of Rs. 75 per month, with effect from the date he joins the appointment, *vice* Babu Jogendra Chandra Das, on leave.

W. C. WORDSWORTH,

*Director of Public Instruction, Bengal (offg.).*

**Orders by the Inspector-General of Registration, Bengal.**

*No. 285—The 11th July 1922.*—Maulvi Irfanuddin Ahmed, while Sub-Registrar of Hatiya, in the district of Noakhali, was on privilege leave for twenty-nine days, under article 260 of the Civil Service Regulations, with effect from the 3rd December 1921, and leave on average pay from the 1st January 1922 to the 15th March 1922 (the entire period is on account of privilege leave at his credit), under rule 81 (b) (ii) of the Fundamental Rules.

This cancels the Registration Department notifications Nos. 568 dated the 23rd December 1921, and 27, dated the 24th January 1922.

*No. 286—The 11th July 1922.*—Babu Santosh Nath Mukharji, Sub-Registrar of Syampur, in the district of Howrah, is allowed leave on average pay for six months (of which four months and six days are on account of privilege leave at his credit), under rule 81 (b) (ii) of the Fundamental Rules, with effect from the 15th March 1922.

This cancels this Department notification No. 145, dated the 31st March 1922, granting privilege leave for one month to Babu Santosh Nath Mukharji, under article 260 of the new leave rules, from the 15th March 1922.

*No. 287—The 11th July 1922.*—Babu Sailendra Nath Mitra, probationer of Howrah, is appointed to act, until further orders, as Sub-Registrar of Syampur, in the same district, with effect from the 26th May 1922, *vice* Babu Santosh Nath Mukharji, on leave.

*No. 288.—The 11th July 1922.*—Babu Bijay Kumar Neogi, Sub-Registrar of Khatra, in the district of Bankura, is allowed leave on average pay for two months and eight days (the entire period is on account of privilege leave at his credit, under article 81 (b) (ii) of the Fundamental Rules, with effect from the 27th May 1922.

*No. 289.—The 11th July 1922.*—Babu Baidya Nath Datta, Sub-Registrar, grade III, is appointed to act, until further orders, as Sub-Registrar of Khatra, in the district of Bankura, with effect from the 12th June 1922, *vice* Babu Bijay Kumar Neogi, on leave.

*No. 290.—The 11th July 1922.*—Babu Durga Kanta Ray Chaudhuri Sub-Registrar, grade I, was on furlough without medical certificate for five days, under article 301 (b) of the new leave rules, with effect from the 1st May 1922, in extension of the leave granted to him in notification No. 203, dated the 29th April 1922.

*No. 291.—The 11th July 1922.*—Babu Saurindra Nath Ray Chaudhuri, Sub-Registrar of Garbeta, in the district of Midnapore, was on leave on average pay for one month (the entire period is on account of privilege leave at his credit), under rule 81 (b) (ii) of the Fundamental Rules, from the 23rd May 1922 to the 23rd June 1922.

**No. 292.—The 11th July 1922.**—Maulvi Saiyid Abul Motahar, probationer of Hooghly, acted as Sub-Registrar of Garbeta, in the district of Midnapore, from the 12th June 1922 to the 22nd June 1922, during the absence, on leave, of Babu Saurindra Nath Ray Chaudhuri.  
**Hooghly.**  
**Midnapore.**

**No. 293.—The 11th July 1922**—Babu Kamalini Kanta Sinha Ray, Sub-Registrar of Homna, in the district of Tippera, is allowed leave on average pay for one month and eleven days, under the Government of India, Finance Department, Resolution No. 2099 C. S. R., dated the 27th November 1920, in extension of the leave granted to him in notification No. 199, dated the 29th April 1922.  
**Tippera.**

**No. 294.—The 11th July 1922.**—Babu Radhaballav Banik, Sub-Registrar of Nagarpur, in the district of Mymensingh, was on ordinary privilege leave for one month, under article 260 of the new leave rules, and additional privilege leave for one day, under the Government of India, Finance Department, order No. 168 C.S.R., dated the 24th February 1919, in extension of the leave granted to him in notification No. 475, dated the 25th November 1922.  
**Mymensingh.**

**No. 295.—The 14th July 1922.**—Babu Nikunja Behari Sen Gupta, (Sub-Registrar, grade V, of Faridpur, is appointed to act as Sub-Registrar of Muladi, in the district of Bakarganj, with effect from the 4th May 1922, until further orders.  
**Faridpur.**  
**Bakarganj.**

**No. 296.—The 14th July 1922.**—Babu Rakhal Chandra Banarji, Sub-Registrar of Muladi, in the district of Bakarganj, is appointed to be Sub-Registrar of Matberia, in the same district, with effect from the afternoon of the 16th May 1922.  
**Bakarganj.**

**No. 297.—The 14th July 1922.**—Babu Sarat Chandra Barman, Sub-Registrar of Ulipur, in the district of Rangpur, is appointed to be Sadar Joint Sub-Registrar of Rangpur.  
**Rangpur.**

**No. 298.—The 14th July 1922.**—Babu Nibaran Chandra Sen, Sadar Joint Sub-Registrar of Rangpur, is appointed to be Sub-Registrar of Badarganj, in the same district.  
**Rangpur.**

**No. 299.—The 14th July 1922.**—Maulvi Abdur Rashid, Sub-Registrar of Badarganj, in the district of Rangpur, is appointed to be Sub-Registrar of Ulipur, in the same district.  
**Rangpur.**

A. ISLAM,

*Inspector-General of Registration, Bengal.*

## MARINE DEPARTMENT.

### NOTIFICATIONS.

**No. 64 Marine.—The 10th July 1922.**—Mr. A. J. W. Ward, Senior Master Pilot, is promoted to the grade of Branch Pilot, with effect from the 28th May 1922.



*No. 65 Marine.—The 12th July 1922.*—The following extract of a notification issued by the Government of India in the Marine Department, published in the *Gazette of India*, dated the 8th July 1922, is republished for general information :—

No. 54, dated Simla, the 7th July 1922.

NOTIFICATION—By the Government of India, Marine Department.

The following promotions are made in the Royal Indian Marine, subject to His Majesty's approval, with effect from the dates specified :—

To be Engineer-Commanders.

Engineer-Lieutenant Commander W. H. Waters, 7th June 1922.

*No. 66 Marine.—The 15th July 1922.*—The following abstract of the budget estimates of receipts and expenditure of the Commissioners for the Port of Chittagong for the year 1922-23 is published for general information :—

	Rs.
<i>(a) Chittagong Port Fund—</i>	
Opening balance on the 1st April 1922 (exclusive of Rs. 1,89,763 invested in Government Promissory Notes) ... ..	6,61,564
Estimated receipts ... ..	5,05,792
Total receipts ... ..	11,67,356
Estimated expenditure (including annual instalment of repayment of Government loans) ... ..	6,86,047
Estimated closing balance on the 31st March 1923 ... ..	4,81,309
Total ... ..	11,67,356
<i>(b) Chittagong Pilotage Fund—</i>	
Opening balance on the 1st April 1922 (excluding Rs. 9,909 invested in Government Promissory Notes) ... ..	24,073
Estimated income ... ..	50,356
Total ... ..	74,429
Estimated expenditure ... ..	45,538
Estimated closing balance on the 31st March 1923 ... ..	28,891
Total ... ..	74,429

H. E. SPRY,

Secretary to the Government of Bengal (offg.).

## DEPARTMENT OF AGRICULTURE AND INDUSTRIES.

## NOTIFICATIONS.

## CO-OPERATIVE.

Minister in charge : The Hon'ble Nawab Saiyid Nawab Ali Chaudhuri, Khan Bahadur, C.I.E.

*No. 3432Co-op.—The 10th July 1922.*—Babu Jyotish Chandra Chakrabatti, Sub-Deputy Collector, employed as Inspector of Co-operative Societies, is allowed leave on average pay for two months (entirely on account of privilege leave) from the 24th June 1922, under article 81 (b) (ii) of the Fundamental Rules.

Minister in charge : The Hon'ble Nawab Saiyid Nawab Ali Chaudhuri, Khan Bahadur, C.I.E.

*No. 3446Co-op.—The 10th July 1922.*—The following draft of a notification which in exercise of the power conferred by section 43 of Co-operative Societies Act, 1912 (II of 1912), the Government of Bengal (Ministry of Agriculture and Public Works) propose to issue, is published, as required by sub-section (4) of the said section, for the information of persons likely to be affected thereby.

2. The draft will be taken into consideration on or after 30th August 1922, and any objections or suggestions received by the undersigned before that date will be duly considered :—

*Draft notification.*

In exercise of the power conferred by sub-section (1) and clause (p) of sub-section (2) of section 43 of the Co-operative Societies Act, 1912 (II of 1912), the Government of Bengal (Ministry of Agriculture and Public Works) are pleased to make the following amendment in the rules published with the Bengal Government notification No. 9564Agri., dated the 8th November 1920, in the *Calcutta Gazette* of the 10th *idem* :—

Add the following rule after rule 26 of the said rules :—

"26A. A registered society shall maintain a reserve fund for its liabilities in such proportion to the liabilities as the Registrar may from time to time prescribe, and in such readily realizable assets as may be approved by the Registrar."

Minister in charge : The Hon'ble Nawab Saiyid Nawab Ali Chaudhuri, Khan Bahadur, C.I.E.

*No. 3574Co-op.—The 15th July 1922.*—Babu Srimanta Das Gupta, Sub-Deputy Collector, employed as Inspector of Co-operative Societies, is allowed leave on average pay from the 13th June to 23rd September 1922 (both days inclusive), the entire period being on account of privilege leave at his credit, under article 81 (b) (ii) of the Fundamental Rules.

Minister in charge : The Hon'ble Nawab Saiyid Nawab Ali Chaudhuri, Khan Bahadur, C.I.E.

*No. 3577Co-op.—The 15th July 1922.*—In exercise of the power conferred by section 3 of the Co-operative Societies Act, 1912 (II of 1912), the Government of Bengal (Ministry of Agriculture and Public Works) are pleased to confer on Babu Upendra Nath Sen employed in the Co-operative Department, Bengal, all the powers of a Registrar under the said Act.

J. A. L. SWAN,

*Secretary to the Government of Bengal.*

## EXCISE.

Minister in charge : The Hon'ble Nawab Saiyid Nawab Ali Chaudhuri, Khan Bahadur, C.I.E.

*No. 3439Exc.—The 10th July 1922.*—In exercise of the powers conferred by section 86 of the Bengal Excise Act, 1909 (Bengal Act V of 1909), read with section 22 of the Bengal General Clauses Act, 1899 (Bengal Act I of 1899), the Government of Bengal (Ministry of Agriculture and Public Works) are pleased to direct that the following amendments be made in the rules,

published under Notification No. 601-S.R., dated the 30th March 1915, as subsequently amended, namely :—

I. For sub-rule (a) of rule 248, as amended by Notification No. 3737-Excise, dated the 24th September 1921, *substitute* the following :—

248 (a). **Brandy, Whisky, Gin, Rum and Beer** locally manufactured or imported shall be sold by the retail vendors thereof in the Presidency of Bengal at prices not below :—

Brandy and whisky	... Rupees 4-8 per bottle of 25° U. P. (26 ounces approximately).
Gin and rum	... Rupees 4-4 per bottle of 35° U. P. and 25° U. P. (26 ounces approximately).
Beer	... Annas 10 per bottle except for beer sold in bulk to the Army.

II. After rule 63 of the said rules *add* the following :—

“63A. In the processes of compounding and blending of brandy, whisky, gin and rum in Bengal no spirit shall be used except the following :—

- (1) British spirit.
- (2) Bengal spirit.
- (3) Scotch whisky.
- (4) French brandy.

*Explanation.—*

- (a) British spirit means spirit, manufactured in any distillery in Great Britain and on which an Excise duty would be payable in that country but for export to Bengal.
- (b) Bengal spirit means spirit, manufactured in any distillery in Bengal under the supervision of the Government.
- (c) Scotch whisky means pot-still malt whisky, manufactured in any distillery in Scotland and properly matured under the Excise regulations in force in that country.
- (d) French brandy means brandy, made from grapes in France and exported to Bengal in its original condition.

J. A. L. SWAN,

*Secretary to the Government of Bengal.*

**Orders by the Director of Agriculture, Bengal.**

*No. 1039T.A.—The 11th July 1922.*—Babu Utpal Sarkar, Superintendent, Rajshahi Farm, is granted leave on average salary for four weeks under rule 81(b) (ii) of the Fundamental Rules, with effect from the date he avails himself of it.

*No. 1040T.A.—The 11th July 1922.*—Babu Mohini Mohan Ghosh, Superintendent, Cattle Farm, Rangpur, is appointed to be the Superintendent, Rajshahi Farm, *vice* Babu Utpal Sarkar, on leave.

Babu Benode Chandra Ghose, District Agricultural Officer, Chittagong, is granted on medical grounds an extension of leave on average salary for two months in continuation of the leave already sanctioned in this office notification No. 6046A., dated the 6th June 1922.

Mr. P. G. Krishnan, District Agricultural Officer, is granted leave on half average salary for three months in extension of leave sanctioned in this office notification No. 3920A., dated the 11th April 1922.

G. EVANS,

*Director of Agriculture, Bengal.*



**Orders by the Registrar of Co-operative Societies, Bengal.**

*No. 9720.—The 14th July 1922.*—Whereas I am of opinion, as the result of an enquiry held into the constitution, working and financial condition of the Dhanta Gramya Moslem Samiti (registered No. 123 of 1914) in the district of Mymensingh under sub-section (1) of section 35 of the Co-operative Societies Act, II of 1912, that the Society ought to be dissolved.

Now, therefore, in exercise of the power conferred by sub-section (1) of section 39 of the same Act, I hereby cancel the registration of the said society.

And further, in exercise of the power conferred by sub-section (1) of section 42 of the same Act, I hereby appoint Inspector of Co-operative Societies, Mymensingh, to be liquidator of the said society.

J. M. MITRA.

*Registrar of Co-operative Societies, Bengal.*

**Orders by the Commissioner of Excise and Salt, Bengal.**

*No. 21Exc.—The 11th July 1922.*—Maulvi Muhammad Abed Ali, Inspector of Excise and Salt, 24-Parganas, is allowed extension of furlough on full pay for one month, in continuation of the leave already granted to him in this office notification No. 73Exc., dated the 17th March 1922.

*No. 22Exc.—The 11th July 1922.*—Maulvi Muhammad Abul Hossain Khondker, Inspector of Excise and Salt, Nangaon, Rajshahi, is allowed leave for two months, under article 260 of the Civil Service Regulations, with effect from the 1st July 1922.

*No. 23Exc.—The 11th July 1922.*—Maulvi Azizur Rahaman, Inspector of Excise and Salt, Rajshahi, is allowed extension of leave for three months, viz., leave on average salary for two months and twenty-six days and on half average salary for four days, in continuation of the leave already granted to him in this office notification No. 10Exc., dated the 15th May 1922.

*No. 24Exc.—The 12th July 1922.*—Babu Dwijendra Nath Chatterjee (1), Inspector of Excise and Salt, Midnapore, is allowed leave for ten days, under article 260 of the Civil Service Regulations, with effect from the 14th June 1922.

*No. 25Exc.—The 12th July 1922.*—Maulvi Syed Ahmad Hossain, Inspector of Excise and Salt, Calcutta, is allowed extension of privilege leave up to the 6th July 1922, in continuation of the leave already granted to him in this office notification No. 11Exc., dated 20th May 1922.

S. C. MUKERJEE,

*Commissioner of Excise and Salt, Bengal.*

**REVENUE DEPARTMENT.****LAND REVENUE.****NOTIFICATIONS.**

*No. 5491L.R.—The 10th July 1922.*—Babu Dwijadas Mazumdar, Sub-Deputy Collector, employed as Assistant to the Officer in charge, Bengal Traverse Party and Miscellaneous Section, is allowed leave on average pay, under rule 81 (b) (ii) of the Fundamental Rules, for one month and twenty-three days (on account of privilege leave at his credit), in extension of the leave granted to him in Government notifications Nos. 2516L.R., 3780L.R. and 5481L.R., dated the 6th March 1922, 3rd April 1922 and 23rd May 1922, respectively.

**No. 6717 L.R.—The 17th July 1922.**—Babu Sambhu Charan Chatarji, Deputy Collector, employed as an Assistant Settlement Officer in the district of Khulna, is appointed to be an Assistant Settlement Officer in the district of Jessore, with effect from the date on which he joins his settlement duties in that district.

**No. 6718 L.R.—The 17th July 1922.**—Under the provisions of section 3 (17) of the Bengal Tenancy Act, 1885 (Act VIII of 1885), Babu Sambhu Charan Chatarji is authorised to discharge, in the district of Jessore, as well as in that portion of the district of Faridpur, which has been transferred to it by notification No. 2275 L.R., dated the 18th November 1913, published in the *Calcutta Gazette* of the 19th idem, as modified by notification No. 3606 Jnr., dated the 28th March 1914, published in the *Calcutta Gazette* of the 1st April 1914, the functions of a Revenue officer, under Chapter X of that Act, so far as they relate to surveys and the preparation of records-of-rights.

He is also vested with the powers of an Assistant Settlement Officer, under Chapter VI, Part I of the rules under the Bengal Tenancy Act, in respect of the aforesaid areas.

**No. 6720 L.R.—The 17th July 1922.**—Under the provisions of section 3 (17) of the Bengal Tenancy Act, 1885 (Act VIII of 1885), Babu Hari Mohan Dutta, Settlement Kanungo, is authorised to discharge, in the district of Bankura, as well as in the Asansol subdivision of the district of Burdwan, the functions of a Revenue officer, under Chapter X of that Act, so far as they relate to surveys and the preparation of records-of-rights.

**No. 6722 L.R.—The 17th July 1922.**—In modification of the notification No. 1021 T.R., dated the 3rd June 1920, and in exercise of the powers conferred by section 101 (2) (d) of the Bengal Tenancy Act, 1885 (Act VIII of 1885), the Governor in Council is pleased to order that a survey shall be made and a record-of-rights prepared in respect of all lands comprised in village Basher-pata, Jurisdiction List No. 123, in thana Sara, district Pabna, appertaining to tauzi No. 1732, of the Pabna Collectorate.

The particulars to be recorded in the survey and record-of-rights shall be the following:—

- (a) the name of each tenant or occupant;
- (b) the class to which each tenant belongs, that is to say, whether he is a tenure-holder, raiyat holding at fixed rent or rates, settled raiyat, occupancy raiyat, non-occupancy raiyat or under-raiyat, and, if he is a tenure-holder, whether he is a permanent tenure-holder or not, and whether his rent is liable to enhancement during the continuance of his tenure;
- (c) the situation and quantity and one or more of the boundaries of the land held by each tenant or occupier;
- (d) the name of each tenant's landlord;
- (e) the rent payable at the time the record-of-rights is being prepared;
- (f) the mode in which that rent has been fixed, whether by contract, by order of a court or otherwise;
- (g) if the rent is a gradually increasing rent, the time at which, and the steps by which, it increases;
- (h) the rights and obligations of each tenant and landlord in respect of—
  - (1) the use by tenants of water for agricultural purposes, whether obtained from a river, *jhil*, tank or well, or any other source of supply, and
  - (2) the repair and maintenance of appliances for securing a supply of water for the cultivation of the land held by each tenant, whether or not such appliances be situated within the boundaries of such land;

- (i) the special conditions and incidents, if any, of the tenancy ;
- (j) any right of way or other easement attaching to the land for which a record-of-rights is being prepared ;
- (k) if the land is claimed to be held rent-free, whether or not rent is actually paid, and if not paid, whether or not the occupant is entitled to hold the land without payment of rent, and, if so entitled, under what authority ;
- (l) the name of each proprietor, with the character and extent of his interest, and the situation and quantity and one or more of the boundaries of each proprietor's private lands as defined in chapter XI of the Act.

**No. 6733 L.R.—The 17th July 1922.**—Khan Bahadur Mubammad Abdul Mumin, Settlement Officer, Jessore, is allowed leave on average pay, under rule 81 (b) (ii) of the Fundamental Rules, for three months and twenty days (of which one month and thirteen days are due to privilege leave at his credit), with effect from the 4th June 1922.

M. O. MCALPIN,  
*Secretary to the Government of Bengal.*

#### LAND ACQUISITION.

**No. 6614 L.A.—The 12th July 1922.**—In exercise of the powers conferred by section 48 (1) of the Land Acquisition Act, I of 1894, the Governor in Council is pleased to withdraw from the acquisition of the piece of land measuring, more or less, 4 bighas 16 cottahs 14 chittacks 40 square feet, equivalent to 1·6021 acres, and bounded as described below which was included in the area notified for acquisition under declaration No. 2631 L.A., dated the 2nd April 1921, published at page 555, Part I of the *Calcutta Gazette* of the 6th idem at the instance of the Corporation of Calcutta for extension of the Waterworks at Tallah in the villages of Paikpara and Tallah, pargana Dihi Panchannagram, zilla 24-Parganas.

#### Boundaries.

**North**—By the remaining portions of premises Nos. 69, Barrackpore Trunk Road and 30, Paikpara Road.

**East**—By premises No. 29A-1, Nritya Gopal Chatterji Lane.

**South**—By premises No. 71, Barrackpore Trunk Road and the land acquired under declaration No. 2631 L.A., dated the 2nd April 1921.

**West**—By Barrackpore Trunk Road.

**No. 6660 L.A.—The 14th July 1922.**—In exercise of the power conferred by section 48 (1) of the Land Acquisition Act I of 1894, the Governor in Council is pleased to withdraw from the acquisition of the piece of land measuring, more or less, 0·37 of an acre, which was notified for acquisition under declaration No. 894 L.A., dated the 20th January 1922, published at page 177, part I of the *Calcutta Gazette* of the 25th idem, and required by the Secretary, Pabna Girls' School, for the construction of quarters for the head mistress of the Pabna Middle English Girls' School in the village of Dilalpur, pargana Rukunpur, district Pabna.

**No. 6693 L.A.—The 15th July 1922.**—In exercise of the power conferred by section 48 (1) of the Land Acquisition Act, I of 1894, the Governor in Council is pleased to withdraw from the acquisition of the piece of land measuring, more or less, 28 of an acre, and bounded as described below which was notified for acquisition under declaration No. 59 L.A., dated 10th January 1921, published at page 52, Part I of the

*Calcutta Gazette* of the 12th idem, and required for extension of the Astagram police-station, in the village of Astagram, mauza Kazipara Karari Lakheraj, pargana Joanshabhi, in the Kishorganj subdivision, district Mymensingh :—

#### BOUNDARY.

*North*—By the ejmali tank (belonging to all the proprietors of the Karari Lakheraj).

*East*—By the existing thana compound.

*South*—By the river (flowing below the thana site).

*West*—By the lands of Paramananda Mestari and Badarannessa Khatoon Saheba.

M. C. MCALPIN,

*Secretary to the Government of Bengal.*

#### DECLARATION.

*No. 6631 L.A.—The 14th July 1922.*—Whereas it appears to the Governor in Council that land is required to be taken by Government at the expense of the District Board of Nadia for a public purpose, viz., for improving the approaches of Meherpur ferry in the village of Chandpur, pargana Rajpur, zilla Nadia, it is hereby declared that for the above purpose a piece of land measuring, more or less, 1 bigha 11 cottahs 8 chitaks of standard measurement, equivalent to '52 of an acre, bounded on the—

*North*—By settlement plots Nos. 2034, 1726, 1827 and 1824,

*East*—By ditto 1823 and 1824,

*South*—By ditto 1828 and 1823,

*West*—By river Bhairab, settlement plot No. 1956,

is required within the aforesaid village of Chandpur.

This declaration is made, under the provisions of section 6 of Act I of 1894, to all whom it may concern.

A plan of the land may be inspected in the office of the Collector of Nadia.

M. C. MCALPIN,

*Secretary to the Government of Bengal.*

#### DECLARATION.

*No. 6634 L.A.—The 14th July 1922.*—Whereas it appears to the Governor in Council that land is required to be taken by Government at the public expense for a public purpose, viz., for extension of the New Bengal Secretariat Press Building at Chetla in the village of Chetla, pargana Magura, zilla 24-Parganas, it is hereby declared that for the above purpose a piece of land measuring, more or less, 1 bigha 19 cottahs 8 chitaks of standard measurement, equivalent to '6529 of an acre, bounded on the—

*North*—By the Electric Supply Corporation's sub-power house and the land acquired for Bengal Survey Office,

*East*—By Municipal Gowkhana,

*South*—By the land acquired for the new Bengal Secretariat Press building at Chetla,

*West*—By Gopalnagar Road,

is required within the aforesaid village of Chetla.

This declaration is made, under the provisions of section 6 of Act, I of 1894, to all whom it may concern.

A plan of the land may be inspected in the office of the Land Acquisition Collector, at Nos. 2 and 3, Commercial Buildings, Calcutta.

M. C. MCALPIN,

*Secretary to the Government of Bengal.*



## DECLARATION.

*No. 6637 L.A.—The 14th July 1922.*—Whereas it appears to the Governor in Council that land is required to be taken by Government at the expense of the Commissioners for the Port of Calcutta for a public purpose, viz., for the erection of a brick column 60 feet in length to define "E" track, Mayapur Bar, in the village of Raipur (*alias* Char Raipur), pargana Balia, zilla 24-Parganas, it is hereby declared that for the above purpose a piece of land measuring, more or less, 0·0072 of an acre, bounded on the—

*North, East, South and West*—By the lands of Dinu Patra and Upendra Nath Sircar,

is required within the aforesaid village of Raipur (*alias* Char Raipur).

This declaration is made, under the provisions of section 6 of Act I of 1894, to all whom it may concern.

A plan of the land may be inspected in the office of the Commissioners for the Port of Calcutta.

M. C. MCALPIN,

*Secretary to the Government of Bengal.*

## DECLARATION.

*No. 6654 L.A.—The 14th July 1922.*—Whereas it appears to the Governor in Council that land is required to be taken by Government at the public expense for a public purpose, viz., for sand for the manufacture of bricks required by the Eastern Bengal Railway at Saidpur, in the village of Saidpur, pargana Sharuppur, zilla Rangpur, it is hereby declared that for the above purpose a piece of land measuring, more or less, '439 of an acre, bounded on the—

*North*—By lands of Yasin Paik and Nasar Mahmud,

*East*—By land of Mastulla,

*South*—By lands of Manoddi and Jamir Pramanick,

*West*—By land of Eastern Bengal Railway,

is required within the aforesaid village of Saidpur.

This declaration is made, under the provisions of section 6 of Act I of 1894, to all whom it may concern.

A plan of the land may be inspected in the office of the Collector of Rangpur.

M. C. MCALPIN,

*Secretary to the Government of Bengal.*

## DECLARATION.

*No. 6657 L.A.—The 14th July 1922.*—Whereas it appears to the Governor in Council that land is required to be taken by Government at the expense of the Calcutta Improvement Trust for a public purpose, viz., for the proposed public street No. XXI (Upper Chitpur Road to projected public street No. I in the Central Avenue) in ward No. III of the Calcutta Municipality, in the town of Calcutta, a plan of which has been sanctioned by the Governor in Council under section 63 of the Calcutta Improvement Act, 1911 (Bengal Act V of 1911), it is hereby declared that for the above purpose a piece of land, being a portion of

premises No. 1-1-1, Grey Street, measuring, more or less, 3 cottahs 13 chitaks of standard measurement, equivalent to '0629 of an acre, bounded on the—

*North*—By a common passage,

*East*—By portions of premises No. 2, Grey Street, and 8-1, Gopi Sen Lane,

*South*—By premises No. 8-3, Gopi Sen Lane, and a portion of premises No. 8-4, Gopi Sen Lane,

*West*—By the land of J. N. Mittra, being portions of premises Nos. 1-1 and 1-1-1, Grey Street,

is required within the aforesaid ward No. III in the town of Calcutta.

This declaration is made, under the provisions of section 6 of Act I of 1894, to all whom it may concern.

A plan of the land may be inspected in the office of the 1st Land Acquisition Collector, at No. 2, Commercial Buildings, Calcutta.

M. C. MCALPIN,

*Secretary to the Government of Bengal.*

#### DECLARATION.

*No. 6696 L.A.—The 15th July 1922.*—Whereas it appears to the Governor in Council that land is required to be taken by

**Calcutta.**

Government at the expense of the Calcutta Corporation for a public purpose, viz., for widening a portion of Durga Charan Doctor Road in the town of Calcutta, it is hereby declared that for the above purpose a piece of land measuring, more or less, 1 cottah 12 chitaks of standard measurement, equivalent to '0289 of an acre, bounded on the—

*North, West and South*—By Durga Charan Doctor Road,

*East*—By remaining portions of premises Nos. 100, 101, 102, 103-104A and B, Durga Charan Doctor Road,

is required within the aforesaid town of Calcutta.

This declaration is made, under the provisions of section 6 of Act I of 1894, to all whom it may concern.

A plan of the land may be inspected in the office of the Land Acquisition Collector at Nos. 2 and 3, Commercial Buildings, Calcutta.

M. C. MCALPIN,

*Secretary to the Government of Bengal.*

#### DECLARATION.

*No. 6703 L.A.—The 17th July 1922.*—Whereas it appears to the Governor

**24-Parganas.**

in Council that land is required to be taken by Government at the expense of the Bhatpara Municipality for a public purpose, viz., for Jagatdal burning ghat, in the village of Athpur, pargana Habilishahar, zilla 24-Parganas, it is hereby declared that for the above purpose a piece of land measuring, more or less, 0'1188 of an acre, bounded on the—

*North*—By the Ferry Ghat Road and by the land of Begg Dunlop and Company,

*East, South and West*—By the land of Begg Dunlop and Company,

is required within the aforesaid village of Athpur.

This declaration is made, under the provisions of section 6 of Act I of 1894, to all whom it may concern.

A plan of the land may be inspected in the office of the Commissioners of the Bhatpara Municipality.

M. C. MCALPIN,

*Secretary to the Government of Bengal.*

## DECLARATION.

**No. 6707 L.A.—The 17th July 1922.**—Whereas it appears to the Governor in Council that land is required to be taken by Government at the expense of the Corporation of Calcutta for a public purpose, viz., for the extension of Mansatala Lane to Dent Mission Road, in the village of Kidderpur, pargana Magura, zilla 24-Parganas, it is hereby declared that for the above purpose a piece of land measuring, more or less, 8 cottahs 1 chitak of standard measurement, equivalent to 1332 of an acre, bounded on the—

*North*—By premises No. 2, Dent Mission Road and No. 20, Circular Garden Reach Road,

*East and South*—By Mansatala Lane,

*West*—By Dent Mission Road,

is required within the aforesaid village of Kidderpur.

This declaration is made, under the provisions of section 6 of Act I of 1894, to all whom it may concern.

A plan of the land may be inspected in the office of the Land Acquisition Collector, at No. 2, Commercial Buildings, Calcutta.

M. C. MCALPIN,

*Secretary to the Government of Bengal.*

## DECLARATION.

**No. 6714 L.A.—The 17th July 1922.**—Whereas it appears to the Governor in Council that land is required to be taken by Government at the public expense for a public purpose, viz., for a cholera ward adjoining to the North Suburban Hospital in the village of Cossipore, pargana Calcutta, zilla 24-Parganas, it is hereby declared that for the above purpose a piece of land measuring, more or less, 2 cottahs 10 chittaks and 19 s. ft. of standard measurement, equivalent to 0.0438 of an acre, bounded on the—

*North*—By the land of Hemanta Kumar Roy and by the Satchassipara Road,

*East*—By the land of Hemanta Kumar Roy,

*South*—By the North Suburban Hospital compound,

*West*—By the lands of Hari Naran Dey and Hemanta Kumar Roy,

is required within the aforesaid village of Cossipore.

This declaration is made, under the provisions of section 6 of Act I of 1894, to all whom it may concern.

A plan of the land may be inspected in the office of the Land Acquisition Deputy Collector, 24-Parganas.

M. C. MCALPIN,

*Secretary to the Government of Bengal.*

## DECLARATION.

**No. 6710 L.A.—The 17th July 1922.**—Whereas it appears to the Governor in Council that land is required to be taken by Government at the expense of the Comilla Municipality for a public purpose, viz., for a road in mahalla Kandirpar, pargana Meharkul, zilla Tippera, it is hereby declared that for the above purpose a piece of land measuring, more or less, 2 cottahs and 5 chittaks of standard measurement, equivalent to 0.382 of an acre, bounded on the—

*North*—By Municipal road (cadastral survey plot No. 639),

*East*—By part of cadastral survey plot No. 618,

*South*—By cadastral survey plot No. 617,

*West*—By Municipal road (part of cadastral survey plot No. 618),

is required within the aforesaid village of Kandirpar.

This declaration is made, under the provisions of section 6 of Act I of 1894, to all whom it may concern.

A plan of the land may be inspected in the office of the Collector of Tippera.

M. C. MCALPIN,

*Secretary to the Government of Bengal.*

#### FOREST.

**No. 6585 For.—***The 12th July 1922.*—Under the provisions of section 4 of the Indian Forest Act, 1878 (VII of 1878), the Governor in Council declares that it is proposed to constitute as reserved forest the land situated within the boundaries

**Chittagong Hill Tracts.**

described below :—

District—Chittagong Hill Tracts.

Name of forest—Subalong.

Approximate area—36 square miles.

#### BOUNDARIES.

*North*—The southern boundaries of mauzas Haitechhari and Moidong.

*East*—Saichal Ridge.

*South*—Ringkheong Reserve.

*West*—Bilaicheri Ridge.

The Governor in Council is pleased to appoint the Deputy Commissioner, Chittagong Hill Tracts, to be the Forest Settlement Officer, who will, under the provisions of Chapter II of the Indian Forest Act, enquire into and determine the existence, nature and extent of any rights alleged to exist in favour of any person in or over any land comprised within the boundaries specified above.

The Governor in Council is also pleased, under section 16 of the Indian Forest Act, to appoint the Commissioner of the Chittagong Division to hear appeals from the decision of the Forest Settlement Officer as above appointed.

**No. 6587 For.—***The 12th July 1922.*—Under the provisions of section 4 of the Indian Forest Act, 1878 (VII of 1878), the Governor in Council declares that it is proposed to constitute as reserved forest the land situated within the boundaries

**Chittagong Hill Tracts.**

described below :—

District—Chittagong Hill Tracts.

Name of forest—Thega.

Approximate area—70 square miles.

#### BOUNDARIES.

*North*—A demarcated line from the Saichal No. 2 following the watershed to the Thega river.

*East and South*—Lushai Hills.

*West*—Ringkheong reserve and a demarcated line following the ridge from Saichal No. 3 to Saichal No. 2.

The Governor in Council is pleased to appoint the Deputy Commissioner, Chittagong Hill Tracts, to be the Forest Settlement Officer, who will, under the provisions of Chapter II of the Indian Forest Act, enquire into and determine the existence, nature and extent of any rights alleged to exist in favour of any person in or over any land comprised within the boundaries specified above.

The Governor in Council is also pleased, under section 16 of the Indian Forest Act, to appoint the Commissioner of the Chittagong Division to hear appeals from the decision of the Forest Settlement Officer as above appointed.



**No. 6586 For.—The 12th July 1922.**—Under the provisions of section 4 of the Indian Forest Act, 1878 (VII of 1878), the Governor in Council declares that it is proposed to constitute as reserved forest the land situated within the boundaries described below :—

**Chittagong Hill Tracts.**

- District—Chittagong Hill Tracts.
- Name of forest—Maini.
- Approximate area—30 square miles.

#### *Boundaries.*

**West, North and East**—The State of Hill Tippera, as defined in notification No. 1946 P.D. of 14th July 1916 (*vide Calcutta Gazette* of 19th July 1916).

**South**—From the eastern watershed of the Maini river a demarcated line passing along ridges through the villages of Harani and Thuinkar and through the junction of the Harani and Marani streams, tributaries of the Maini, to the western watershed of the Maini river.

This excludes 15 acres of the Silcherri Hât, bounded as follows :—

District—Chittagong Hill Tracts.  
Pargana or subdivision—Sadar subdivision Rangamati.  
Name of forest—Silicherri bazar in proposed Maini reserve.  
Area—15 acres.

#### *Description of boundaries.*

**Silicherribazar from—**

##### *East—*

Post No.	Bearings.	Distance in chains.
1 to 2	25°	3·88
2 to 3	5°	5·88

##### *North—*

3 to 4	293°	7·29
4 to 5	277°	8·91

##### *West—*

5 to 6	190°-30	4·36
6 to 7	177°	5·82

##### *South—*

7 to 8	97°-30	8·55
8 to 1	113°	5·82

The Governor in Council is pleased to appoint the Deputy Commissioner, Chittagong Hill Tracts, to be the Forest Settlement Officer, who will, under the provisions of Chapter II of the Indian Forest Act, enquire into and determine the existence, nature and extent of any rights alleged to exist in favour of any person in or over any land comprised within the boundaries specified above.

The Governor in Council is also pleased, under section 16 of the Indian Forest Act, to appoint the Commissioner of the Chittagong Division to hear appeals from the decision of the Forest Settlement Officer as above appointed.

M. C. MCALPIN,

*Secretary to the Government of Bengal.*

**TREASURY NOTICE.**

DEPUTY COLLECTOR Maulvi Talimuddin Ahamed Tariqul Alam has been placed temporarily in charge of the Pabna Sudar Treasury from the afternoon of the 3rd July 1922 and is authorised to draw bills on other treasuries.

R. M. DAS, *Collector.*

PABNA, the 3rd July 1922.

**SHERIFF'S OFFICE, THE 12TH JULY 1922.**

NOTICE is hereby given that the Fourth Criminal Sessions of the year 1922 of the High Court of Judicature at Fort William in Bengal, for the Town of Calcutta and Factory of Fort William and the places subordinate thereto, will be held at the Court House, in the town of Calcutta, on Monday, the thirty-first day of July instant, at 11 o'clock in the forenoon, and thenceforward from day to day until the said sessions be over. And it is hereby proclaimed that all persons who are to prosecute any of the prisoners to be brought up for trial at the said sessions be present then and there to prosecute.

W. C. CURRIE, *Sheriff.*

সরিক আফিস, সন ১৯২২ সাল তারিখ ১২ই জুলাই।

সকলকে সমাচার দেওয়া যাইতেছে যে সুবে বাঙ্গালার ফোর্ট উইলিয়ম দুর্গের অধীন সহর কলিকাতার ও অন্যান্য স্থানের কোজদারী বিচার নিষ্পত্ত্য করার জন্য আগামী সন ১৯২২ সালের ৩১শে জুলাই, সোমবার, বেলা ১১ ঘটিকার সময় এবং যে পর্যন্ত সেশিয়ানের কার্য শেষ না হয়, প্রতিদিন উক্ত সময়ে কলিকাতার হাইকোর্টের আপন আদালত ঘরে সন ১৯২২ সালের চতুর্থ ক্রিমিনেল সেশিয়ান বসিবেক, এবং এতদ্বারা প্রচার করা যাইতেছে যে, যে সকল ব্যক্তি কোন কয়েদীর বিরুদ্ধে কোজদারী মিছিল করিবেক তাহারা উক্ত স্থানে উক্ত সময়ে হাজির থাকিয়া মোকদ্দমা করে উতি।

ডব্লিউ: সি: কারি।

সরিক।

**HIGH COURT NOTICES.****CIVIL.**

*The 11th July 1922.*

No. 5297A.—Babu Narayan Chandra Basu, munsif of Berhampore, in the district of Murshidabad, is vested with the powers of a Judge of a Court of Small Causes for the trial of suits cognizable by such a Court up to the value of Rs. 50, within the local limits of the Berhampore munsifi.

No. 5298A.—Babu Satish Chandra Sen, munsif of Diamond Harbour, in the district of the 24-Parganas, is vested with the powers of a Judge of a Court of Small Causes for the trial of suits cognizable by such a Court up to the value of Rs. 100, within the local limits of the Diamond Harbour munsifi.

By order of the High Court,

A. A. PATTERSON,

*Registrar (offg.).*

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**ORDERS BY THE COMMISSIONERS OF DIVISIONS.**

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**NOTIFICATION.**

*No. 2159J.G.*—Maulvi Saleh Abdul Rahim, Sub-Deputy Collector, on leave, is posted to the headquarters station of the district of Midnapore.

K. C. DE, *Commissioner.*

COMMR.'S OFFICE, BURDWAN DIVN., CHINSURA, *the 10th July 1922.*

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**NOTIFICATION.**

*No. 2171J.G.*—Babu Bidyut Kumar Raha, probationary Sub-Deputy Collector, Bankura, is appointed temporarily to be Circle Officer at the headquarters station of that district, *vice* Babu Rajendra Narayan Rakshit.

K. C. DE, *Commissioner.*

COMMR.'S OFFICE, BURDWAN DIVN., CHINSURA, *the 12th July 1922.*

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**NOTIFICATION.**

*No. 2180J.G.*—Babu Harendra Lal Chatarji, Sub-Deputy Collector, is posted to Contai, in the district of Midnapore, as Circle Officer, *vice* Mr. Anil Kumar Roy.

K. C. DE, *Commissioner.*

COMMR.'S OFFICE, BURDWAN DIVN., CHINSURA, *the 13th July 1922.*

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**NOTIFICATION.**

*No. 2185J.G.*—Mr. Anil Kumar Roy, Sub-Deputy Collector, Circle Officer, Contai, in the district of Midnapore, is transferred to the headquarters station of that district.

K. C. DE, *Commissioner.*

COMMR.'S OFFICE, BURDWAN DIVN., CHINSURA, *the 13th July 1922.*

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**NOTIFICATION.**

*No. 5186J.*—Babu Kamini Mohan Das Gupta, Sub-Deputy Collector, Perojpur, in the district of Bakarganj, is allowed leave on average pay for one month (entirely on account of privilege leave), under article 81 (b) (ii) of the Fundamental Rules, with effect from the date on which he may be relieved.

A. N. MOBERLY, *Commissioner (offg.).*

COMMR.'S OFFICE, DACCA DIVN., DACCA, *the 13th July 1922.*

## NOTIFICATION.

*No. 5204J.*—Babu Sanat Kumar Mukharji, Sub-Deputy Collector, who was posted to this division in Government notification No. 6512A., dated the 20th June 1922, was attached to the Dacca Commissioner's office from the 7th to the 10th July 1922, both days inclusive.

A. N. MOBERLY, *Commissioner (offg.).*

COMMR.'S OFFICE, DACCA DIVN., DACCA, the 13th July 1922.

## NOTIFICATION.

*No. 1510M.*—It is hereby notified for general information that, in supersession of this office notification No. 1349M., dated the 23rd June 1922, Friday, the 18th August 1922, has been fixed for holding a bye-election for the election of a Commissioner of ward No. II of the Sherpur Municipality, in the district of Bagra, in place of Babu Dharendra Nath Saha, resigned.

D. H. LEES, *Commissioner.*

COMMR.'S OFFICE, RAJSHAHI DIVN., JALPAIGURI, the 11th July 1922.

## NOTIFICATION.

*No. 13M.*—It is hereby notified for general information that the following gentlemen were duly elected to be Commissioners of the Barrackpore Municipality, in the district of the 24-Parganas, at the general election of Commissioners held on the 4th March and the 10th June 1922 :—

No. of Ward.	Name.
I	... { Maulvi Syed Mucksood Ali. Babu Shyamapada Banerji.
II	... Babu Surendra Nath Sircar.
III	... { Maulvi Syed Ahmed. Babu Bepin Behari Chatterji.
IV	... Babu Jogesh Chandra Mittra.

J. LANG, *Commissioner.*

COMMR.'S OFFICE, PRESY. DIVN., CALCUTTA, the 13th July 1922.

## NOTIFICATION.

It is hereby notified for general information that under rule 32 of the rules under clause (a), section 138 of the Bengal Local Self-Government Act III of 1885, the 28th August 1922 is fixed for a fresh election of two members of the Bagmara Local Board in the district of Rajshahi.

S. N. DAS, for *District Magistrate.*

RAJSHAHI, the 11th July 1922.

## NOTIFICATION.

It is hereby notified for general information that, under rule 32 of the Rules under clause (a), section 138 of the Bengal Local Self Government Act, III of 1885, the 16th August 1922 is fixed for a fresh election of two members of the Naogaon Local Board for Naogaon police-station in the Rajshahi district.

R. N. REID, *District Magistrate.*

RAJSHAHI MAGISTRACY, the 7th July 1922.



## NOTIFICATION.

*No. 48 L.S.-G.*—It is hereby notified for general information that, under section 13 of the Bengal Village Self-Government Act V of 1919, read with rule 39 of the Rules for the election and appointment of members and Presidents of union boards and the election of Vice-Presidents under the said Act, Md. Saadat Ali has been appointed by the District Magistrate of Khulna to be a member of the Lockpur union board within the jurisdiction of Fakirhat police-station, in the Bagerhat subdivision of the Khulna district, in the place of Md. Fedu Shaikh, deceased.

J. LANG, *Commissioner.*

COMMR.'S OFFICE, PRESY. DIVN., CALCUTTA, *the 8th July 1922.*

## NOTIFICATION.

*No. 49 L.S.-G.*—It is hereby notified for general information that under section 39 of the Bengal Local-Self Government Act III (B.C.) of 1885 as amended, read with paragraph 2 of the Government notification No. 1113 L.S.-G., dated the 11th April 1919, the following gentlemen have been duly elected to be members for Wards Nos. I and II of the Sreedharpur Union Committee in the Narail subdivision of the Jessore district :—

No. of ward.	Names of members.
I	... { 1. Babu Banka Behari Kirtan. 2. Munshi Kasemali Biswas.
II	... { 3. Babu Bhaba Taran Roy. 4. „ Abinash Chandra Deb.

2. The election in Ward No. III having failed owing to the non-attendance of voters and want of any candidate from this ward, I appoint the following gentlemen to be members of the said union committee under section 40 of the Act :—

1. Babu Gopal Chandra Bose.
2. „ Upendra Nath Dutta.

3. In exercise of the power conferred upon me by paragraph 2 of the above quoted Government notification issued under section 41 of the Act, I appoint the following gentlemen to be members of the aforesaid union committee :—

1. Babu Chandra Kanta Bhattacharjee.
2. Munshi Emanaddi Molla.
3. „ Khosdel Molla.

J. LANG, *Commissioner.*

COMMR.'S OFFICE, PRESY. DIVN., CALCUTTA, *the 11th July 1922.*

## NOTIFICATION.

*No. 1950 L. S.-G.*—It is hereby notified for general information, that, under section 13 of the Bengal Village Self-Government Act, 1919 (Bengal Act V of 1919), Munshi Abdul Sobhan Khan has been appointed by the Magistrate of Howrah to be a member of the Pulgusti Union Board in Panchla police-station in the Sadar subdivision of the district of Howrah, *vice* Munshi Azizal Haque Mullick, deceased.

N. G. BASAK, *Personal Assistant. for Commissioner on tour.*

COMMR.'S OFFICE, BURDWAN DIVN., CHINSURA, *the 8th July 1922.*

## NOTIFICATION.

*No. 1972L.S.-G.*—It is hereby notified for general information that, under section 13 of the Bengal Village Self-Government Act, 1919 (Bengal Act V of 1919), Munshi Abdul Nabi has been appointed by the Magistrate of Howrah to be a member of the Bangalpur union board in Bagnan police-station in the Uluberia subdivision of the district of Howrah, *vice* Babu Mohi Lal Adhicary, deceased.

N. G. BASAK, *Personal Assistant*, for Commissioner on tour.

COMMR.'S OFFICE, BURDWAN DIVN., CHINSURA, the 11th July 1922.

## NOTIFICATION.

*No. 5226J.*—It is hereby notified for general information that, under section 13 read with section 6 (4) of the Bengal Village Self-Government Act V of 1919, the District Magistrate of Faridpur has appointed the following gentlemen to be members of the Gopalpur union board, in police-station Kalkini in the Madaripur subdivision of the Faridpur district :—

1. Maulvi Syed Ataur Rahaman Choudhury, *vice* Maulvi Syed Abdur Rob Choudbury, resigned.
2. Maulvi Kazi Lutfar Rahaman, *vice* Kazi Abdul Aziz, resigned.
3. Babu Durga Das Roy Choudhury, *vice* Kazi Abdul Latif, resigned.
4. „ Hemanta Kumar Mukherjee, *vice* Babu Jaineswar Saha, resigned.

JOGES CHANDRA CHAUDHURI, *Personal Assistant*, for Commissioner.

COMMR.'S OFFICE, DACCA DIVN., DACCA, the 14th July 1922.

## NOTIFICATION.

*No. 5344J.*—It is hereby notified for general information that, under section 13 of the Bengal Village Self-Government Act V of 1919, M. Md. Muchi Mia Chaudhuri has been appointed by the Magistrate of Dacca to be a member of the Kalatia union board in the Keraniganj police-station in the Sadar (South) subdivision of the district of Dacca, *vice* Maulvi Muhammed Eshak Chaudhuri, deceased

JOGES CHANDRA CHAUDHURI, *Personal Assistant*, for Commissioner.

COMMR.'S OFFICE, DACCA DIVN., DACCA, the 15th July 1922.

## NOTIFICATION.

*No. 50L.S.-G.*—It is hereby notified for general information that, under section 39 of the Bengal Local Self-Government Act of 1885 (Bengal Act III of 1885), as amended, read with Government notification No. 1627L.S.-G., dated the 8th July 1918, the following gentlemen have been duly elected to be members of the Itna union committee within the jurisdiction of thana Narail in the Narail subdivision of the district of Jessore :—

Number of ward.

Names of members elected.

- |    |     |   |                                    |
|----|-----|---|------------------------------------|
| I  | ... | { | 1. Babu Manmatha Nath Banerjee.    |
|    |     | { | 2. „ Satish Chandra Sarcar.        |
|    |     | { | 3. „ Monmohan Sen.                 |
| II | ... | { | 4. Babu Jagat Chandra Chakravarty. |
|    |     | { | 5. „ Kunja Behari Hajra.           |
|    |     | { | 6. „ Chandra Kanta Roy Chaudhuri.  |

2. In exercise of the power conferred on me by the above quoted Government notification issued under section 41 of the said Act. as amended, I appoint the following gentlemen to be members of the aforesaid union committee:—

1. Babu Kailash Chandra Sen.
2. M. Golam Rabbani Sikder.
3. M. Abdur Rahaman Samadder.

J. LANG, *Commissioner.*

COMMR.'S OFFICE, PRESY. DIVN., CALCUTTA, the 15th July 1922.

#### ORDER.

Whereas it appears from the report of the District Magistrate of Burdwan that the members of the Mungalkote union board in the Katwa subdivision of the district of Burdwan have failed—

- (1) to prepare budget estimate and assessment list according to law for the years 1327 and 1328 B.S.,
- (2) to pay their chaukidars and dafadars for the 2nd to 4th quarters of 1327 B.S. and the first five months of 1328 B.S.,
- (3) to act together as a body corporate owing to irreconcilable differences amongst the members,

and whereas the advice given to the union board by the Circle Officer of Katwa, the Subdivisional Officer of Katwa and the District Magistrate of Burdwan on the spot failed to produce the desired effect in bringing about settlement of these differences and as the District Magistrate of Burdwan and also the District Board at their meeting held on the 1st May 1922 have recommended the supersession of the board, I declare that the present members of the board have proved themselves to be incompetent to perform their duty, and, in exercise of the powers conferred upon me by section 56 (1) (b) of the Village Self-Government Act, 1919, I direct that the Mangalkote union board be superseded for the remainder of the current Bengali year 1329 B.S. and the whole of the next Bengali year 1330 B.S. I also appoint—

the Subdivisional Officer of Katwa (*ex-officio*),  
the Sub-Registrar of Katwa (*ex-officio*) and  
Babu Gopendra Chandra Mullick

to carry on the administration of the board according to the law and the rules made thereunder for the period mentioned above.

K. C. DE, *Commissioner.*

COMMR.'S OFFICE, BURDWAN DIVN., CHINSURA, the 6th June 1922.

#### NOTIFICATION.

No. 47 L.S.-G.—It is hereby notified for general information that, under rule 20 (b) of the Dispensary Rules, the following gentlemen have been appointed to be members of the Committee for the management of the Municipal Charitable Dispensary at Biragar in the Nadia district:—

1. The Subdivisional Officer of Ranaghat, *ex-officio*.
2. Babu Nagendra Nath Banerji.
3. " Sourendra Nath Khan.
4. " Tarak Nath Biswas
5. " Shibendra Nath Mukherji.
6. " Kailash Chandra Das Gupta.
7. " Lakshan Chandra Karmokar.

J. LANG, *Commissioner.*

COMMR.'S OFFICE, PRESY. DIVN., CALCUTTA, the 7th July 1922.



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## PART I.

**Orders and Notifications by the Governor of Bengal, the Government of Bengal, the High Court, Government Treasury, etc.**

### ORDERS BY THE GOVERNOR OF BENGAL.

#### Tour Programme of

**HIS EXCELLENCY THE GOVERNOR OF BENGAL**  
during July 1922.

Date and day	Standard time.	Station.	Remarks.
July.	HOURS.		
26th, Wednesday ...	8-52	Arrive Chittagong.	
27th, Thursday, to 29th, Saturday.	.....	Halt at Chittagong.	



Date and day.	Standard time.	Station.	Remarks.
<b>July.</b>	<b>HOURS.</b>		
30th, Sunday ...	22-0	Leave Chittagong ...	By special train.
31st, Monday ...	6-0	Arrive Chandpur.	
	6-30	Leave Chandpur ...	By the <i>Empress Mary</i> .
	13-30	Arrive Dacca.	

NOTE.—(1) The party accompanying His Excellency will be—

Her Excellency the Countess of Lytton.

Mr. J. Donald, C.I.E., I.C.S., M.L.C., Chief Secretary.

Mr. H. R. Wilkinson, I.C.S., Private Secretary.

Major J. Mackenzie, C.I.E., Military Secretary.

Major E. H. V. Hodge, I.M.S., Surgeon.

Major H. G. Benton, Aide-de-Camp.

Captain J. Selwyn, Aide-de-Camp.

Captain E. D. Eveleigh, M.C., Aide-de-Camp.

(2) The arrival at Chittagong will be public. All other arrivals and departures will be private.

(3) All letters and telegrams of the party should be addressed to Governor's Camp, Bengal, *without the addition of the name of any post town.*

GOVERNMENT HOUSE,

DACCA;

The 14th July 1922.

J. MACKENZIE, MAJOR,

*Military Secretary to*

*H. E. the Governor of Bengal.*

No. 2296 L., - dated the 19th July, 1922.—In exercise of the power conferred by section 72B, sub-section (2), of the Government of India Act, His Excellency the Governor is pleased to appoint Wednesday, the 25th August, 1922, at 3 P.M. as the time, and the Town Hall, Calcutta, as the place, for a meeting of the Bengal Legislative Council.

C. TINDALL,

*Secretary to the Government of Bengal and*

*Secretary to the Bengal Legislative Council.*

## ORDERS BY THE GOVERNMENT OF BENGAL.

No. 8204A.

## APPOINTMENTS AND TRANSFERS.

**GENERAL.—No. 7856A.—The 19th July 1922.**—Maulvi Abul Fazl Muhammad Mohsin Ali, Deputy Magistrate and Deputy Collector, Mymensingh, is transferred temporarily to the Pirojpur subdivision of the Bakarganj district.

**No. 7908A.—The 20th July 1922.**—Mr. Paresb Nath Ray Chaudhuri, officiating Additional District and Sessions Judge, Sylhet and Cachar, is appointed substantively to the grade of District and Sessions Judges with effect from the 23rd June 1922.

**No. 7912A.—The 20th July 1922.**—Babu Sachindra Nath Mukharji, Deputy Magistrate and Deputy Collector, on leave, is posted to the headquarters station of the Bakarganj district.

This cancels the order of the 11th July 1922 posting him to the Patuakhali subdivision of that district.

**No. 7915A.—The 20th July 1922.**—Babu Binod Behari Das Gupta, Deputy Magistrate and Deputy Collector, Bakarganj, is transferred to the Patuakhali subdivision of that district.

**No. 7925A.—The 20th July 1922.**—Maulvi Abul Khair Muhammad Abdul Latif, Sub-Deputy Collector, on leave, is posted to the Dacca Division.

**No. 7928A.—The 20th July 1922.**—Babu Dwarka Nath Das, Sub-Deputy Collector, on leave, is posted to the Dacca Division.

**No. 8110A.—The 22nd July 1922.**—The services of the undermentioned officers are placed temporarily at the disposal of the Government of India, Finance Department, for employment in the Income-tax Department—

Babu Jatindra Nath Chaturji, Deputy Magistrate and Deputy Collector.

Sachi Kanta Ghosh, Sub-Deputy Collector.

Maulvi Ahsanulla, Sub-Deputy Collector.

Khan Bahadur Ata-ur-Rahman, Deputy Magistrate and Deputy Collector.

Babu Narendra Narayan Chakrabarti, Sub-Deputy Collector.

Maulvi Shams-uz-Zoha Ahmad, Sub-Deputy Collector.

Khan Bahadur Qamar-ud-din Ahmad, Deputy Magistrate and Deputy Collector.

Babu Surendra Nath Banarji, Deputy Magistrate and Deputy Collector.

No. 8176A.—*The 24th July 1922.*—Mr. J. D. Tyson, I.C.S., Assistant Magistrate and Collector, is posted temporarily to the headquarters station of the Burdwan district.

#### CONFIRMATIONS.

POLICE.—No. 7987A.—*The 22nd July 1922.*—The probationary Assistant Superintendents of Police, named below, are confirmed in the inferior scale of the Indian (Imperial) Police Service:—

Mr. V. W. F. Hicks.

„ D. F. Lesslie.

#### LEAVE.

GENERAL.—No. 7815A.—*The 17th July 1922.*—In supersession of the orders of the 20th September 1921, the 6th January 1922 and the 24th March 1922, Maulvi Saiyid Abdus Salik, Deputy Magistrate and Deputy Collector, is allowed, under paragraph 5 of the Government of India, Finance Department letter No. 1079 C. S. R., dated the 26th October 1921, leave for ten months, viz.—

(1) ordinary and additional privilege leave from the 24th September to the 31st December 1921, under article 260 of the Civil Service Regulations and the Government of India, Finance Department order No. 168 C. S. R., dated the 24th February 1919, and (2) leave on average pay from the 1st January to the 23rd July 1922 (of which two months and twenty-three days are on account of privilege leave at his credit and the remaining period on medical certificate), under article 81 (b) (ii) of the Fundamental Rules.

No. 7860A.—*The 19th July 1922.*—Rai Kumud Bandhu Das Gupta, Bahadur, Presidency Magistrate, Calcutta, is allowed leave on average pay up to the 23rd September 1922 (the entire period being on account of privilege leave at his credit) under article 81 (b) (ii) of the Fundamental Rules in extension of the leave granted to him under the orders of the 11th April 1922.

No. 7957A.—*The 21st July 1922.*—Mr. F. W. Ward, I.C.S., Additional District and Sessions Judge, 24-Parganas and Hooghly, is allowed leave on average pay for eight months (of which a period of one month and one day is on account of privilege leave at his credit), under article 81 (b) (i) of the Fundamental Rules, with effect from the 24th July 1922.

No. 7961A.—*The 21st July 1922.*—Babu Sushil Kumar Gangali, Deputy Magistrate and Deputy Collector, is allowed leave for six months, viz., (1) leave on average pay for four months under article 81 (b) (ii) of the Fundamental Rules and the note thereunder, and (2) leave on half average pay for the remaining period under article 81 (d) of those rules, in extension of the leave granted under the orders of the 15th November 1921.

No. 8121A.—*The 22nd July 1922.*—Babu Upendra Nath Gangali, Sub-Deputy Collector, is allowed leave on average pay for two months (of which one month and seventeen days are on account of privilege leave at his credit), under article 81 (b) (ii) of the Fundamental Rules, in extension of the leave granted to him under the orders of the 4th April 1922.



**POLICE.**—No. 7789A.—*The 17th July 1922.*—Mr. A. E. Hayward, Superintendent of Police, Darjeeling, is allowed combined leave for eight months, viz., privilege leave under article 260 of the Civil Service Regulations for one month and twelve days, with effect from the 1st August 1922 or the amount due on any subsequent date on which he may avail himself of it, and furlough on average salary under articles 316A, and 310 (b) of the Civil Service Regulations (new) for the remaining period.

No. 7862A.—*The 19th July 1922.*—Mr. E. S. C. Sen, probationary Assistant Superintendent of Police, Police Training College, Sardah, is allowed leave on average pay from the 6th May to the 12th June 1922, both days inclusive (of which nine days are on account of privilege leave at his credit), under article 81 (b) (i) of the Fundamental Rules and the Local Government's ruling on article 104 (b) of those rules.

**ECCLIASTICAL.**—No. 7840A.—*The 19th July 1922.*—The Reverend J. Godber, Senior Chaplain, St. Paul's Cathedral, Calcutta, is granted privilege leave for one month and twenty days, under article 260 of the Civil Service Regulations, with effect from the 17th July 1922, or any subsequent date on which he may avail himself of it.

J. DONALD,

*Chief Secretary*

*to the Government of Bengal.*

#### NOTIFICATION.

No. 7954A.—*The 21st July 1922.*—In exercise of the powers conferred by section 6 of the Indian Christian Marriage Act, 1872 (Act XV of 1872), the Governor in Council is pleased to authorise the Reverend Arthur Giles, a minister working under the Foreign Missions committee of the Church of Scotland, in the Duars, in the district of Jalpaiguri, to solemnise marriages within the Presidency of Fort William, Bengal, between persons one or both of whom is or are a Christian or Christians.

J. DONALD,

*Chief Secretary*

*to the Government of Bengal.*

#### NOTIFICATION.

No. 7967A.—*The 21st July 1922.*—The officers named below having passed examinations in the Santhali language, in accordance with the rules laid down in Appendix VI to the Rules for the Departmental Examination of Assistant Magistrates and others, dated the 14th September 1912, are



authorised to draw the prescribed reward of Rs. 1,000 (rupees one thousand) each :—

Babu Aditya Chandra Datta, Munsif, Bolpur, Birbhum.

„ Dhirendra Nath Guha, Munsif, Berhampore, Murshidabad.

„ Shyam Lal Bose, Munsif, Tamluk, Midnapore.

„ Mahendra Nath Kundu, Deputy Magistrate and Deputy Collector, Midnapore.

„ Atul Chandra Bagchi, Deputy Magistrate and Deputy Collector, Bankura

J. DONALD.

*Chief Secretary  
to the Government of Bengal.*

#### NOTIFICATION.

No. 8059A.—*The 24th July 1922.*—With reference to the rules published with notification No. 5798A., dated the 27th May 1922, it is notified, for general information, that the competitive examination for the recruitment of candidates for the Bengal Civil Service (Executive), the Bengal Excise Service, the Bengal Police Service, the Subordinate Civil Service and the Subordinate Excise Service will be held in the first week of December 1922 at the Presidency College, Calcutta.

2. The Governor in Council is also pleased to prescribe the following dates under the rules as referred to below :—

- (1) *Rules 6 and 7.*—Candidates shall submit their applications to the heads of colleges or the Director of Public Instruction by the 1st September 1922.
- (2) *Rule 10.*—The heads of colleges and the Director of Public Instruction shall forward to the Selection Committee the applications of candidates nominated by them by the 23rd September 1922.

J. DONALD,

*Chief Secretary  
to the Government of Bengal.*

#### NOTIFICATION.

No. 8126A.—*The 24th July 1922.*—With reference to rule 5 of the rules for the recruitment of certain of the provincial and other services as published with notification No. 5798A., dated the 27th May 1922, it is notified, for general information, that the number of appointments in the

various services, which will be made on the result of the competitive examination in 1922, will be as follows:—

Bengal Civil Service (Executive)	...	...	8
Bengal Excise Service	...	...	1
Bengal Police Service	...	...	Nil
Subordinate Civil Service	...	...	40
Subordinate Excise Service	...	...	Nil
Total	...	...	49

J. DONALD,  
*Chief Secretary*  
*to the Government of Bengal.*

### GOVERNMENT OF BENGAL.

#### APPOINTMENT DEPARTMENT.

CALCUTTA, THE 24TH JULY 1922.

#### RESOLUTION—No. 8003A.

THE rules for the recruitment of the Bengal Civil Service (Executive) and certain other services as published with notification No. 5798A., dated the 27th May 1922, contemplate that applications of candidates nominated by the heads of colleges and the Director of Public Instruction should be forwarded for scrutiny to a committee, specially appointed for the purpose, which will be composed of officials and non-officials in equal numbers and be presided over by a high officer of Government. The Governor in Council has accordingly been pleased to appoint a Selection Committee with personnel as follows:—

- (1) Member, Board of Revenue.
- (2) Commissioner of Excise and Salt.
- (3) Director of Public Instruction.
- (4) Babu Surendra Nath Ray, M.L.C.
- (5) Dr. H. Suhrawardy, M.L.C.
- (6) Babu Bhishmadev Das, M.L.C.

2. The Member of the Board of Revenue will be the President of the Committee and the Director of Public Instruction will act as its Secretary.

ORDER—Ordered that the resolution be published in the *Calcutta Gazette* for general information.

Ordered also that a copy of the resolution with a copy of the recruitment rules and the orders issued thereunder be forwarded to each member of the Committee for information and necessary action.

Ordered also that a copy be forwarded to the Accountant-General, Bengal, and to other officers and departments concerned for information.

By order of the Governor in Council,

J. DONALD,  
*Chief Secretary*  
*to the Government of Bengal.*

**POLITICAL DEPARTMENT.****NOTIFICATIONS.**

*No. 11052P.—The 17th July 1922.*—In pursuance of paragraph 2 of the second schedule of the Bengal Government notification No. 7881L. R., dated the 5th September 1921, His Excellency the Governor of Bengal is pleased to delegate all the powers and duties conferred on him as the trustee of the Central Relief Fund, Bengal, by the said notification, to the Secretary to the Government of Bengal in the Revenue Department, *ex officio*.

*No. 11291P.—The 22nd July 1922.*—In exercise of the power conferred by section 99A of the Code of Criminal Procedure, 1898, as amended by the third schedule of the Press Law Repeal and Amendment Act, 1922 (Act XIV of 1922), the Governor in Council hereby declares to be forfeited to His Majesty all copies wherever found, of issue volume I, No. 4 of a newspaper in English called the "Vanguard of Indian Independence", dated the 1st July 1922, commencing with the words "The possession of a clear idea about the ultimate goal" and ending with the words "ordinary criminals in jail and cases of hunger-strike are not rare" and all other documents containing extracts therefrom on the ground that the said newspaper contains words which bring, or attempt to bring into hatred and contempt the Government established by law in British India, the publication of which is punishable under section 124A, Indian Penal Code.

*No. 11387P.—The 24th July 1922.*—In exercise of the power conferred by section 99A of the Code of Criminal Procedure (1898), as amended by the third schedule of the Press Law Repeal and Amendment Act, 1922 (Act XIV of 1922), the Governor in Council hereby declares to be forfeited to His Majesty all copies, wherever found, of a booklet in Hindi entitled "Angrezon-Ki-Kukurkun" commencing with the words "Ek Sahab Kah rahe the chik" and ending with the words "Bole gai my Lord Kukurkun" and all copies of all other documents containing the matter of the said booklet on the ground that the said booklet contains words which bring or attempt to bring into hatred and contempt the Government established by law in British India, the publication of which is punishable under section 124A, Indian Penal Code.

*No. 11440P.—The 24th July 1922.*—In exercise of the power conferred by section 99A of the Code of Criminal Procedure, (1898), as amended by the third schedule of the Press Law Repeal and Amendment Act, 1922 (Act XIV of 1922), the Governor in Council hereby declares to be forfeited to His Majesty all copies, wherever found, of a leaflet in English entitled "Indian People" commencing with the words "It is told here that the English boast of" and ending with the words "so long as they religiously follow their political path," and all copies of all other documents containing the matter of the said leaflet on the ground that the said leaflet contains words which bring or attempt to bring into hatred and contempt the Government established by law in British India, the publication of which is punishable under section 124A, Indian Penal Code.

J. DONALD,

Chief Secretary  
to the Government of Bengal;

**POLICE DEPARTMENT.****NOTIFICATION.**

**No. 2831 Pl.—The 25th July 1922.**—In exercise of the power conferred by section 11 of the Criminal Tribes Act, 1911 (III of 1911), as amended by the Devolution Act, 1920 (XXXVIII of 1920), the Governor in Council is pleased to direct that such members of the Karwal Nat tribe, which tribe has been declared to be a criminal tribe under section 3 of the said Act by notification No. 3029P.—D., dated the 11th September 1913, and ordered to be placed in the industrial settlement at Saidpur, in the district of Rangpur, under sections 12 and 16 of the said Act by Government orders, dated the 23rd of October 1914 and the 8th of March 1915, as are not placed in the Karwal Nat Settlement at Saidpur, shall be restricted in their movements to the Presidency of Fort William in Bengal.

J. DONALD,

Chief Secretary

to the Government of Bengal.

**JUDICIAL DEPARTMENT.**

No. 8205 A.

**APPOINTMENT AND TRANSFERS.**

**No. 7773 A.—The 15th July 1922.**—In exercise of the powers conferred by sections 14 and 15 and the proviso to section 357 of the Code of Criminal Procedure, 1898 (Act V of 1898), the Governor in Council is pleased—

- (a) to confer upon the Hon'ble Mr. Altaf Ali the powers of a Magistrate of the first class, in the district of Bogra, for a period of three years from the date of this notification, in respect to such cases as may be made over to him within the limits of the district of Bogra;
- (b) to direct that he shall, in addition to sitting singly, sit as a member of the Sadar Bench in the said district, and
- (c) to direct him to take down evidence in the English language.

**No. 7775 A.—The 15th July 1922.**—In exercise of the powers conferred by sections 14 and 15 and the proviso to section 257 of the Code of Criminal Procedure, 1898 (Act V of 1898), the Governor in Council is pleased—

- (a) to confer upon Rai Satyendra Nath Ray Chaudhuri Bahadur the powers of a Magistrate of the first class, in the district of Bakarganj, for a period of three years from the date of this notification, in respect to such cases as may be made over to him within the limits of the Pirojpur subdivision of the said district;
- (b) to direct that he shall, in addition to sitting singly, sit as a member of the Pirojpur Bench in the said district, and
- (c) to direct him to take down evidence in the English language.



*No. 7872A.—The 19th July 1922.*—In exercise of the powers conferred by sections 14 and 15 and the proviso to section 357 of the Code of Criminal Procedure, 1898 (Act V of 1898), the Governor in Council is pleased—

(a) to confer upon Babu Surendra Nath Chaudhuri the powers of a Magistrate of the third class, in the district of Faridpur, for a period of three years from the date of this notification, in respect to such cases as may be made over to him within the limits of the Sadar subdivision of the said district:

(b) to direct that he shall, in addition to sitting singly, sit as a member of the Sadar Bench in the said district, and

(c) to direct him to take down evidence in the English language.

#### POWERS.

*No. 7373A.—The 11th July 1922.*—Babu Raj Mohan Gangali, Deputy Magistrate and Deputy Collector, who has under the orders of this date been posted to the Serajganj subdivision of the Pabna district, is vested with powers under sections 143, 144, 174, 186, 190 (1) and 524 of the Code of Criminal Procedure.

*No. 7403A.—The 12th July 1922.*—Khan Sahib Abdul Jalil Khan, Deputy Magistrate and Deputy Collector, who has under the orders of this date been posted to the headquarters station of the Dacca district, is vested with the powers of a Magistrate of the third class.

*No. 7777A.—The 15th July 1922.*—Babu Jatindra Krishna Ghosh, Sub-Deputy Magistrate, on probation, Howrah, is vested with the powers of a Magistrate of the third class and is directed, under the proviso to section 357 of the Code of Criminal Procedure, to take down evidence in the English language.

*No. 7811A.—The 17th July 1922.*—Babu Sudhindra Mohan Mukharji, Sub-Deputy Magistrate, 24-Parganas, is vested with the powers of a Magistrate of the third class, and is directed, under the proviso to section 357 of the Code of Criminal Procedure, to take down evidence in the English language.

*No. 7834A.—The 18th July 1922.*—Babu Jatindra Mohan Banarji, Deputy Magistrate, Faridpur, is vested under section 407(2) of the Code of Criminal Procedure, with the power to hear appeals from the decisions of the Magistrates of the second and third classes.

*No. 7846A.—The 19th July 1922.*—In exercise of the power conferred by section 14 of the Code of Criminal Procedure, 1898 (Act V of 1898), the Governor in Council is pleased to confer upon Babu Abinash Chandra Sen Gupta, an Honorary Magistrate of the Kandi Bench, the powers of a Magistrate of the third class, in the district of Murshidabad, for the period during which he has been directed to sit as a member of the said Bench, in respect to such cases as may be made over to him within the limits of the Kandi subdivision of the said district.

**No. 7921A.—The 20th July 1922.**—Babu Purna Chandra Sen, Sub-Deputy Magistrate, Dacca, is vested with the powers of a Magistrate of the second class.

**No. 7925A.—The 20th July 1922.**—Maulvi Abul Khair Muhammad Abdul Latif, Sub-Deputy Magistrate, who has under the orders of this date been posted to the Dacca Division, is vested with the powers of a Magistrate of the third class.

J. DONALD,

Chief Secretary

to the Government of Bengal.

#### LEAVE.

**No. 5640J.—The 19th July 1922.**—In supersession of notification No. 1242J., dated the 25th February 1922, published in the *Calcutta Gazette* of the 8th March 1922, Babu Sashijiban Sen, munsif of Rangpur, is allowed leave on average pay for twenty-seven days (of which seven days on account of privilege leave on full pay at his credit), with effect from the 13th February 1922, under rule 81 (b) (ii) of the Fundamental Rules, and paragraph 4 of Government of India, Finance Department, letter No. 1079C.S.R., dated the 26th October 1921.

H. P. DUVAL,

Secretary to the Government of Bengal.

### LOCAL SELF-GOVERNMENT DEPARTMENT.

#### NOTIFICATIONS.

Minister in charge: The Hon'ble Sir S. N. Banerji, Kt.

**No. 3987M.—The 19th July 1922.**—In exercise of the power conferred by section 14 of the Bengal Municipal Act, 1884 (Bengal Act III of 1884), the Government of Bengal (Ministry of Local Self-Government) are pleased to appoint the following gentlemen to be Commissioners of the Budge Budge Municipality, in the district of the 24-Parganas:—

Mr. W. Beedie.

„ J. Corr.

„ P. G. Holmes.

Shaik Abbas Ali.

Minister in charge: The Hon'ble Sir S. N. Banerji, Kt.

**No. 3983M.—The 18th July 1922.**—In exercise of the power conferred by sub-section (2) of section 9A of the Bengal Municipal Act, 1884 (Bengal Act III of 1884), the Government of Bengal (Ministry of Local Self-Government) are pleased to alter the number of Commissioners of the Bansberia Municipality, in the district of Hooghly, from 9 to 12.

2 The Government of Bengal (Ministry of Local Self-Government) are also pleased, in exercise of the power conferred by section 15 of the said Act, and in modification of so much of the notification, dated the 13th October 1884, published at page 1763 of the Supplement to the *Calcutta Gazette* of the 15th idem as relates to the Bansberia Municipality, to raise the number of Commissioners to be elected by Wards I and II of that Municipality from 1 to 2.

Minister in charge: The Hon'ble Sir S. N. Banerji, Kt.

*No. 3991M.—The 19th July 1922.*—In exercise of the power conferred by clause (a) of section 59 of the Bengal Municipal Act, 1884 (Bengal Act III of 1884), the Government of Bengal (Ministry of Local Self-Government) are pleased to approve the resolution passed by the Commissioners of the Narainganj Municipality, in the district of Dacca, under section 23 of that Act, electing Mr. J. A. deLisle to be Chairman of that Municipality.

Minister in charge: The Hon'ble Sir S. N. Banerji, Kt.

*No. 3993M.—The 20th July 1922.*—In exercise of the power conferred by section 14 of the Bengal Municipal Act, 1884 (Bengal Act III of 1884), the Government of Bengal (Ministry of Local Self-Government) are pleased to appoint the following gentlemen to be Commissioners of the Kharda Municipality, in the district of the 24-Parganas :—

Babu Amrita Lal Mukharji.  
Maulvi Jaffar Hossain.  
Rai Priya Nath Mukharji Bahadur.

Minister in charge: The Hon'ble Sir S. N. Banerji, Kt.

*No. 4001M.—The 21st July 1922.*—In exercise of the power conferred by sub-section (1) of section 35 of the Calcutta Municipal Act, 1889 (Bengal Act III of 1889), the Government of Bengal (in the Ministry of Local Self-Government) are pleased to sanction the grant by the Corporation of Calcutta to Rai Charu Chandra Chatterji Bahadur, Deputy Chairman of the Corporation, of leave on average pay for two months, under rule 81 (b) (ii) of the Fundamental Rules, with effect from the 6th May 1922.

Minister in charge: The Hon'ble Sir S. N. Banerji, Kt.

*No. 4004M.—The 21st July 1922.*—Under section 35 (3) of the Calcutta Municipal Act, 1899 (Bengal Act III of 1899), the Government of Bengal (Ministry of Local Self-Government) are pleased to appoint Babu Girish Chandra Sen, B.C.S., to act as Deputy Chairman of the Corporation of Calcutta, during the absence, on leave, of Rai Charu Chandra Chatterji Bahadur, or until further orders.

S. W. GOODE

Secretary to the Government of Bengal (offg.).

#### PUBLIC HEALTH.

Minister in charge: The Hon'ble Sir S. N. Banerji, Kt.

*No. 2069P.H.—The 21st July 1922.*—Under rule 7 of the Local Authorities' Loans Rules, 1915, as subsequently amended, it is hereby notified for general information that the Governor in Council intends to sanction the following application from the Commissioners of the Dacca Municipality for a loan of Rs. 15,000 from Government, bearing interest at the rate of seven per cent. per annum, and repayable in 20 equal half-yearly instalments of Rs. 1,055-6-8 each, unless good reasons are shown to the contrary within one month from the date of the publication of this notification within the said municipality.





In addition to the details required on the reverse clear information should be given below under the following heads :—

(a) If the ordinary surplus is sufficient to meet the charge of the proposed loan, the particular step which the Municipality has taken, or has agreed to take, in order to make good the deficiency.

(a) Ordinary surplus will not be insufficient to meet the charge of the proposed loan. The deficit in column 20 is more apparent than real and has been explained in the forwarding letter —

(b) The reverse of taxation or other possible means of increase in the revenue of the Municipality.

(b) After the completion of the first portion of the improvement scheme connection has been allowed during the year to some 320 houses and as a result of which water-rate has increased.

(c) A statement of all outstanding loans specifying in respect of each loan, the date when taken, the purpose (very briefly), the amount the annual charge is involved, and the amount still payable.

(c) Outstanding loans and how payable.	Purpose of loan.	When taken instalments paid.	Balance outstanding on 31st March 1921.
			Rs. A. P.
1. Loan of Rs. 75,000 from Government, payable in 40 half-yearly instalments.	Conservancy improvements construction of tram-lines, etc.	On 6th November 1906 Rs. 25,000, on 5th December 1908 Rs. 60,000, half-yearly Rs. 2,157-9-8.	52,808 3 1
2. Loan of Rs. 2,00,000 from Government, payable in 40 half-yearly instalments.	Water-works re-modelling and extension.	On 6th January 1910 Rs. 1,00,000, on 5th February 1910 Rs. 1,00,000, half-yearly Rs. 7,311-1-7.	99,370 3 3
3. Loan of Rs. 20,000 from Government, payable in 40 half-yearly instalments.	Improvement of Conservancy Tram line.	On 19th September 1911, half-yearly Rs. 751-11.	11,447 10 11
4. Loan of Rs. 1,06,000 from Government payable in 40 half-yearly instalments.	For water-works improvement.	On 1st March 1918, half-yearly Rs. 4,896-8-9.	88,906 10 10
5. Loan of Rs. 1,06,000 from Government, payable in 40 half-yearly instalments.	Ditto ...	On 15th March 1919, half-yearly Rs. 4,896-10-0.	88,906 9 3
		Total ...	2,40,000 0 0

(d) Any explanation in regard to receipts and expenditure to show the true financial position of the Municipality when such position is otherwise than the ordinary surplus would indicate.

(d) Particulars have been explained in paragraph 2 of the forwarding letter No. 3, dated

Minister in charge: The Hon'ble Sir S. N. Banerjee, Kt.

No. 2049 P.H.—The 17th July 1922.—In pursuance of section 37F of the

Burdwan. Bengal Municipal Act, 1884 (Bengal Act III of 1884), it is hereby notified for general information that the scheme submitted by the Commissioners' of the Burdwan Municipality for improving its waterworks has been approved by the Government of Bengal (Ministry of Local Self-Government), and that the particulars of the said scheme are as follows:—

(a) This scheme provides for the erection of two new sets of pumping machinery at the Burdwan waterworks and for carrying out repairs to the existing clear water reservoir, filters, settling tanks, etc.

(b) The estimated cost of the scheme is Rs. 1,30,000.

(c) The estimated cost of maintenance is Rs. 26,000.

(d) The sum of Rs. 1,30,000 on account of the cost of the scheme will be met as follows:—

	Rs.
(1) Government contribution ... ..	79,384
(2) Loan from Government ... ..	30,000
(3) Municipal contribution ... ..	20,616
	<hr/>
Total ... ..	1,30,000
	<hr/>

(e) The loan of Rs. 30,000 will be repaid in twenty equal yearly instalments of Rs. 2,831-12-7 each.

(f) The total annual charge will be met from the water rate.

(g) The water rate will be levied at different rates of 6 and 7½ per cent. on the annual value of holdings.

(h) The average incidence of the water rate per head of the present population of the said municipality is estimated at Rs. 2 per annum.

\* Six per cent. on holdings within water-supply area but without pipe connections.

Seven per cent. on holdings with pipe connections.

2. The said scheme will be taken into consideration on or after the 5th October 1922 and any objections or suggestions with regard thereto which may be received by the undersigned through the District Magistrate before that date, will be duly considered.

S. W. GOODE,

Secretary to the Government of Bengal (offg.).

## MEDICAL.

Minister in charge: The Hon'ble Sir S. N. Banarji, Kt.

No. 1804 Medl.—The 17th July 1922.—Major A. Denham-White, M.B., I.M.S., Civil Surgeon, Hooghly, is appointed to officiate as Professor of Surgery, Medical College, Calcutta, and Surgeon to the Medical College Hospitals, *vice* Lieutenant-Colonel R. P. Wilson, F.R.C.S., I.M.S.

Hooghly.  
Calcutta.

S. W. GOODE.

Secretary to the Government of Bengal (offg.).

### Orders by the Surgeon-General with the Government of Bengal.

No. 12301, dated Calcutta, the 14th July 1922.—The following Sub-Assistant Surgeons are promoted to the selection grade on Rs. 200 per month with effect from the dates noted against their names:—

1. Bepin Behari Mitra	...	...	16th January 1922.
2. Honorary Jamadar Nagendra Nath Mitra	...	...	29th February "
3. Abinash Chandra De	...	...	1st March "
4. Radhika Mohan Das	...	...	12th June "
5. Surendra Nath Chattarji	...	...	29th .. "
6. Suresh Chandra Mandal	...	...	1st July "
7. Rebati Kanta Mukharji	...	...	1st .. "
8. Rakhal Chandra Sinha	...	...	1st .. "
9. Nibaran Chandra De	...	...	11th .. "

No. 12860.—The 22nd July 1922.—Assistant Surgeon Tinkari Acharji, Tangail Subdivision and Dispensary, Mymensingh, is appointed House Surgeon, Medical College Hospitals, Calcutta, *vice* Assistant Surgeon Monoj Nath Gupta.

No. 12863.—The 22nd July 1922.—Assistant Surgeon Akhil Ranjan Majumdar is posted to the Tangail Subdivision and Dispensary, Mymensingh district, *vice* Assistant Surgeon Tinkari Acharji.

ROGER WILSON, LT.-COL., I.M.S.,

Surgeon-General with the Government of Bengal (offg.).

## EDUCATION DEPARTMENT.

## NOTIFICATIONS.

Minister in charge: The Hon'ble Mr. P. C. Mitter, C.I.E.

**No. 1425 Edn.—The 20th July 1922.**—Babu Kumud Chandra Sen. Assistant Head Master, Pabna Zilla School, in the Subordinate Educational Service, is appointed to act, until further orders, in the Bengal Educational Service as Head Master of the Krishnagar Collegiate School, with effect from the date on which he joins the post, *vice* Babu Raj Kumar Das, retired.

**Pabna.**  
**Nadia.**

Minister in charge: The Hon'ble Mr. P. C. Mitter, C.I.E.

**No. 1478 Edn.—The 22nd July 1922.**—Dr. Prabhu Datta Shastri, Professor, Presidency College, Calcutta, is allowed combined leave from the 14th April 1921 to the 24th May 1922, viz., the summer vacation of the College from the 14th April 1921 to the 30th June 1921, ordinary furlough on medical certificate from the 1st July 1921 to the 31st March 1922 in terms of articles 278, 301 (a) and 316 (c) of the leave rules of July 1920 and ordinary furlough on medical certificate for the remaining period, under articles 301 (a) and 316 (c) of the Civil Service Regulations (new).

**Calcutta.**

S. W. GOODE,

*Secretary to the Government of Bengal (offg.).*

## MISCELLANEOUS.

Minister in charge: The Hon'ble Mr. P. C. Mitter, C.I.E.

**No. 1489 Mis.—The 18th July 1922.**—It is notified for general information that the Government of Bengal (Ministry of Education) are pleased to sanction the further retention for one year, with effect from the 15th July 1922, of the office of the 2nd Joint Sub-Registrar of Panskura at Kola, in the district of Midnapore, the retention of which up to 14th July 1922 was sanctioned in notification No. 1462 Mis., dated the 21st July 1921.

**Midnapore.**

Minister in charge: The Hon'ble Mr. P. C. Mitter, C.I.E.

**No. 1500 Mis.—The 20th July 1922.**—In exercise of the power conferred by section 3 of the Bengal Muhammadan Marriages and Divorces Registration Act, 1876 (Bengal Act I of 1876), the Government of Bengal (Ministry of Education) are pleased to appoint Maulvi Saiyid Muhammad Ayub temporarily to be a Muhammadan Registrar within police-stations Lohagara and Muhammadpur, in the district of Jessore, during the absence, on leave, of Maulvi Saiyid Abdul Karim, or until further orders.

**Jessore.**

Minister in charge: The Hon'ble Mr. P. C. Mitter, C.I.E.

**No. 1501 Mis.—The 20th July 1922.**—In exercise of the power conferred by section 2 of the Kazis' Act, 1880 (Act XII of 1880), the Government of Bengal (Ministry of Education) are pleased to appoint Maulvi Saiyid Muhammad Ayub temporarily to be the

**Jessore.**



Kazi for the celebration of marriages and the performance of other rites and ceremonies within police-stations Lohagara and Muhammadpur, in the district of Jessore, during the absence, on leave, of Maulvi Saiyid Abdul Karim, or until further orders.

Minister in charge: The Hon'ble Mr. P. C. Mitter, C.I.E.

*No. 1506 Mis.—The 20th July 1922.*—In exercise of the power conferred by section 3 of the Bengal Muhammadan Marriages and Divorces Registration Act, 1876 (Bengal Act I of 1876), the Government of Bengal (Ministry of Education) are pleased to appoint Maulvi Syed Muhammad Kashmiri temporarily to be a Muhammadan Registrar within police-station Lohajang in the district of Dacca.

Dacca.

Minister in charge: The Hon'ble Mr. P. C. Mitter, C.I.E.

*No. 1507 Mis.—The 20th July 1922.*—In exercise of the power conferred by section 2 of the Kazis' Act, 1880 (Act XII of 1880), the Government of Bengal (Ministry of Education) are pleased to appoint Maulvi Syed Muhammad Kashmiri, temporarily to be the Kazi for the celebration of marriages and the performance of other rites and ceremonies within police-station Lohajang in the district of Dacca.

Dacca.

Minister in charge: The Hon'ble Mr. P. C. Mitter, C.I.E.

*No. 1512 Mis.—The 20th July 1922.*—Maulvi Reazatulla, District Sub-Registrar of Faridpur, is granted leave on average pay for one day (on account of privilege leave at his credit), under article 81 (b) (ii) of the Fundamental Rules, in extension of the leave already granted to him under notification No. 754 Mis., dated the 29th March 1922.

Faridpur.

Minister in charge: The Hon'ble Mr. P. C. Mitter, C.I.E.

*No. 1514 Mis.—The 20th July 1922.*—In exercise of the power conferred by section 3 of the Bengal Muhammadan Marriages and Divorces Registration Act, 1876 (Bengal Act I of 1876), the Government of Bengal (Ministry of Education) are pleased to appoint Maulvi Abdur Rashid Khan temporarily to be a Muhammadan Registrar, within police-station Kalihati, in the district of Mymensingh, during the absence, on leave, of Maulvi Saiyid Abdul Halim, or until further orders.

Mymensingh.

Minister in charge: The Hon'ble Mr. P. C. Mitter, C.I.E.

*No. 1515 Mis.—The 20th July 1922.*—In exercise of the power conferred by section 2 of the Kazis' Act, 1880 (Act XII of 1880), the Government of Bengal (Ministry of Education) are pleased to appoint Maulvi Abdur Rashid Khan temporarily to be the Kazi for the celebration of marriages and the performance of other rites and ceremonies within police-station Kalihati, in the district of Mymensingh, during the absence, on leave, of Maulvi Saiyid Abdul Halim, or until further orders.

Mymensingh.

Minister in charge: The Hon'ble Mr. P. C. Mitter, C.I.E.

*No. 1520 Mis.—The 20th July 1922.*—In exercise of the power conferred by section 3 of the Bengal Muhammadan Marriages and Divorces Registration Act, 1876 (Bengal Act I of 1876), the Government of Bengal (Ministry of Education) are pleased to appoint Maulvi Muhammad Ishaq temporarily to be a Muhammadan Registrar, within police-station Char Bhadrasan, in the district of Faridpur, during the absence, on leave, of Maulvi Khondkar Mofakhar Hossain, or until further orders.

Faridpur.

Minister in charge: The Hon'ble Mr. P. C. Mitter, C.I.E.

**No. 1521 Mis.—The 20th July 1922.**—In exercise of the power conferred by section 2 of the Kazis' Act, 1880 (Act XII of 1880), the Government of Bengal (Ministry of Education) are pleased to appoint Maulvi Muhammad Ishaq temporarily to be the Kazi for the celebration of marriages and the performance of other rites and ceremonies within police-station Char Bhadrasan, in the district of Faridpur, during the absence, on leave, of Maulvi Khondkar Mofakhar Hossain, or until further orders.

S. W. GOODE,

Secretary to the Government of Bengal (offg.).

### Orders by the Director of Public Instruction, Bengal.

#### SUBORDINATE EDUCATIONAL SERVICE.

*The 17th July 1922.*

**No. 520 A.**—An exchange of appointments is sanctioned between:—

Chittagong,  
Comilla.

(1) Babu Kunja Behari Biswas, Assistant Master, Government Moslem High School, Chittagong, on Rs. 75—5—200,  
and

(2) Maulvi Mir Hussain, Assistant Master, Comilla Zilla School, on Rs. 75—5—200 (on probation).

**No. 521 A.**—Miss Savitri Ash, Assistant Mistress, Vernacular Training School for Girls, Dacca, on Rs. 50—2—80—3—110 and now officiating assistant mistress, Eden High School for Girls, on Rs. 75—5—200, is granted leave without allowance in terms of rule 85 (a) of the Fundamental Rules for the period from 6th May to 19th June 1922 in extension of such leave already granted to her in this office notification No. 420 A., dated the 25th May 1922.

This modifies the orders, granting her permission to affix to her leave the summer vacation of the school from the 6th May to 18th June 1922, passed in the notification quoted above.

**No. 522 A.**—Babu Jogesh Chandra De, Assistant Foreman Instructor, Ahsanullah School of Engineering, Dacca, on Rs. 75—5—200, is granted, under rule 82 (b) of the Fundamental Rules, leave on average pay for thirteen days from 20th January 1922.

*The 18th July 1922.*

**No. 523 A.**—Babu Guna Sindhu Sardar, son of Babu Ishan Chandra Sardar, is confirmed in his present appointment as Assistant Master, Sanskrit Collegiate School, and in class VIII of the Subordinate Educational Service, with effect from 3rd July 1920.

2. He was found at the time of his first appointment to be in point of efficiency manifestly superior to all of the candidates.

**No. 524 A.**—In partial modification of this office notification No. 727, dated 21st September 1921, Babu Lalit Mohan Basu, Assistant Master, Dacca Collegiate School, on Rs. 50—2—80—3—110, is granted leave, on average pay for four months, with effect from 1st January 1922 under rule 82 (b) of the Fundamental Rules.

The officiating arrangement already made is allowed to continue.

*The 19th July 1922.*

**No. 525 A.**—The order, published in this office notification No. 508 A., dated 10th July 1922, confirming Babu Prafulla Kumar Das, in his present appointment, as lecturer in English, Rajshahi College, with effect from 19th February 1922, is hereby cancelled.

**No. 526 A.**—Babu Prasanna Kumar Nandi, Assistant Master (Head Pandit), Rangpur Zilla School, now officiating as Head Pandit, Dacca Collegiate School, on Rs. 60—4—160, is granted leave on average pay, under rule 81 (b) (ii) of the Fundamental rules, for two months and twenty days, with effect from the 25th June 1922 or any subsequent date on which he may avail himself of it.

2. Babu Nitai Chand Goswami, Assistant Master (second classical teacher), Dacca Collegiate School, on Rs. 50—2—80—3—110, is appointed on the usual acting allowance admissible to act as Head Pandit, Dacca Collegiate School and on Rs. 60—4—160, with effect from the date on which he joins, *vice* Babu Prasanna Kumar Nandi, on leave.

**No. 527 A.**—Maulvi Muhammad Sadaquat Ullah, Special Sub-Inspector of Schools (on probation), Sadar Circle, Chittagong, on Rs. 75—5—200, is allowed leave on average pay for twenty days, under rule 81 (b) (ii) of the Fundamental Rule, with effect from the 6th June 1922.

**No. 528 A.**—Babu Hira Lall Chatterjee, a Sub-Inspector of Schools, in the district of Bankura, on Rs. 75—5—200, is granted leave on average pay, under Rule 81 (b) (ii) of the Fundamental Rules, for one month, with effect from the 10th June 1922.

2. Babu Gati Lall Biswas, B.A., is appointed to act as a Sub Inspector of Schools, in the district of Bankura and on Rs. 75 per month with effect from the date on which he joins the appointment, *vice* Babu Hira Lall Chatterjee, on leave or until further orders.

**No. 529 A.**—Babu Radha Charan Putatunda, Head Pandit, Barisal Zilla School, on Rs. 72, in the scale of Rs. 60—4—160 under order of transfer to the Mymensingh Zilla School, is granted leave on average pay, under rule 81 (b) (ii) of the Fundamental Rules, for three months with effect from the 23rd June 1922 or any subsequent date on which he may avail himself it.

2. Babu Surendra Mohan Bhattacharya, Assistant Master (Junior Classical teacher), Mymensingh Zilla School, on Rs. 50—2—80—3—110, is appointed to act as Head Pandit of the same school, on Rs. 60—4—160, and on the usual acting allowance admissible under the rules, with effect from the date on which he joins, *vice* Babu Radha Charan Putatunda on leave.

**No. 530 A.**—Maulvi Ahmadulla Khan, Sub-Inspector of Schools, Dhamrai, Dacca, on Rs. 105, in the scale of Rs. 75—5—200, is granted leave on average pay, under rule 81 (b) (ii) of the Fundamental Rules, for six months, with effect from the 23rd January 1922.

2. Maulvi Muhammad Sharif is appointed to act as Sub-Inspector of Schools, Dhamrai, Dacca, on an allowance of Rs. 75 per month, in the scale of Rs. 75—5—200, with effect from the date on which he joined, *vice* Maulvi Ahmadulla Khan, on leave.

**No. 531 A.**—Babu Nara Narayan Mukherjee, B.A., is appointed to act as an assistant master, Bankura Zilla School, on Rs. 75 a month, with effect from the 19th June 1922 or any subsequent date on which he joins the appointment, *vice* Babu Dharendra Nath Chatterjee, on leave.

*The 20th July 1922.*

**No. 532 A.**—Pending the arrival of Maulvi Badiur Rahman, Babu Hem Chandra Banerjee, M.A., is appointed to act as assistant master, Noakhali Zilla School, on an allowance of Rs. 75 per month, with effect from the 15th June 1922, *vice* Maulvi Azimuddin Ahmadi, transferred.

**No. 533 A.**—Pending the arrival of Maulvi Badiur Rahman, Maulvi Muhammad Ismail, is appointed to act as assistant master, Noakhali Zilla School, on an allowance of Rs. 75 per month, with effect from the date he joins the appointment, *vice* Maulvi Azimuddin Ahmadi, transferred.

**No. 534 A.**—Mrs. Sarat Kumari Mitra, assistant mistress, Vidyamoyee High School for Girls, Mymensingh, on Rs. 75—5—200, was on leave on average pay for twenty-eight days, with effect from 1st February 1922 in terms of rule 81 (b) (ii) of the Fundamental Rules.

2. Babu Devendra Chandra Biswas, assistant master, Vidyamoyee High School, on Rs. 50—2—80—3—110, is declared to have acted on Rs. 75—5—200 from the 1st February 1922 to 13th February 1922, *vice* Mrs. Sarat Kumari Mitra, on leave.

3. Miss Amia Prabha Biswas is declared to have acted as assistant mistress, Vidyamoyee High School for girls, Mymensingh, on an allowance of Rs. 75 per mensem from 14th February 1922 to 28th February 1922, *vice* Mrs. Sarat Kumari Mitra, on leave.

**No. 535 A.**—Babu Dakshina Ranjan Sen, Sub-Inspector of Schools, Chhagalnaiya, Noakhali, on Rs. 75—5—200, now officiating Subdivisional Inspector of Schools, Birbhum, is appointed, on probation, for one year, to be Subdivisional Inspector of Schools, Calcutta, and in the scale of Rs. 150—10—250, with effect from the date he joins the appointment, *vice* Maulvi Md. Wazir, deceased.

**No. 536 A.**—Maulvi Muhammad Naharjan, English teacher, Hooghly Madrasah, on Rs. 75—5—200, is granted leave on average pay for one day, viz., the 21st June 1922, under rule 82 (b) of the Fundamental Rules.

He is permitted to prefix summer vacation to his leave in terms of rule 82 (d) of the Fundamental Rules.

W. C. WORDSWORTH,  
*Director of Public Instruction, Bengal (offg.).*

#### Orders by the Inspector-General of Registration, Bengal.

**No. 300.**—*The 17th July 1922.*—Maulvi Saffur Rahman, officiating Sub-Registrar of Homna, in the district of Tippera, was on privilege leave for ten days, under article 260 of the new leave rules, from the 27th April 1922 to the 6th May 1922.

**No. 301.**—*The 17th July 1922.*—Babu Saroda Prasanna Mazumdar, Sub-Registrar, grade I, under orders of transfer to Harirampur, in the district of Dacca, is allowed leave on average pay for one month and seven days (the entire period is on account of privilege leave at his credit), under rule 81 (b) (ii) of the Fundamental Rules, with effect from the afternoon of the 6th June 1922, on being relieved of his appointment as Sub-Registrar of Gunabati, in the district of Tippera.

**No. 302.**—*The 17th July 1922.*—Babu Surendra Nath Ganguli, Sub-Registrar, grade I, when posted to Sherpur, in the district of Bogra, was allowed leave for fifteen months and fifteen days, viz., privilege leave from the 4th May 1921 to the 7th August 1921, under article 260 of the Civil Service Regulations, leave on medical certificate from the 8th August 1921 to the 31st December 1921, under article 336 of the Civil Service Regulations, and leave on average pay from the 1st January 1922 to the 17th August 1922, under rule 81 (b) (ii) of the Fundamental Rules.

This cancels this Department notifications Nos. 182, dated the 16th May 1921, 339, dated the 3rd September 1921, 394, dated the 22nd September 1921, 3, dated the 7th January 1922, and 174, dated the 10th April 1922.



**No. 303.—The 17th July 1922.**—Babu Suresh Chandra Ghosh, Sub-Registrar of Jhargram, in the district of Midnapore, is allowed leave on average pay for fifteen days (entire period being privilege leave at his credit), under article 81 (b) (ii) of the Fundamental Rules, in extension of the leave granted to him in this Department notification No. 238, dated the 25th May 1922.

**No. 304.—The 17th July 1922.**—Babu Birendra Krishna Basu, Sub-Registrar, grade IV, is appointed to act as Sub-Registrar of Jhargram, in the district of Midnapore, with effect from the 6th June 1922, during the absence, on leave, of Babu Suresh Chandra Ghosh, or until further orders.

**No. 305.—The 17th July 1922.**—Babu Kamalini Kanta Sinha Ray, Sub-Registrar of Homna, in the district of Tippera, on leave, is appointed to be Sub-Registrar of Kasba, in the same district.

**No. 306.—The 18th July 1922.**—This Department notifications Nos. 73, dated the 16th February 1922, and 74, dated the 16th February 1922, appointing Maulvi Muhammad Rafiuddin, Sub-Registrar of Khettal, in the district of Bogra, as Sub-Registrar of Khanjanpur, in the same district, and Babu Prabhat Chandra Datta, Sub-Registrar of Khanjanpur, in the district of Bogra, as Sub-Registrar of Trisal, in the district of Mymensingh, are cancelled.

**No. 309.—The 21st July 1922.**—Maulvi Mubammad Yasin, Sub-Registrar, grade V, of Murshidabad, is appointed to act as Joint Sub-Registrar of Danton at Mohanpur, in the district of Midnapore, with effect from the 29th June 1922, vice Babu Kanti Chandra Pal, on leave, or until further orders.

**No. 310.—The 21st July 1922.**—Babu Kiran Chandra Datta, Sub-Registrar of Laksam, in the district of Tippera, was allowed leave on average pay for two months and twenty-six days (of which one month and twenty-one days being privilege leave at his credit), under rule 81 (b) (ii) of the Fundamental Rules, with effect from the 18th January 1922.

This cancels this department notifications No. 15, dated the 19th January 1922, and No. 119, dated the 14th March 1922.

**No. 311.—The 21st July 1922.**—Maulvi Chaudhuri Ashan Karim, probationer of Alipore, in the district of the 24-Parganas, is appointed to act, until further orders, as Sub-Registrar of Satkhira, in the district of Khulna, with effect from the 19th June 1922.

**No. 312.—The 21st July 1922.**—Babu Sasanka Sekhar Batabyal, Sub-Registrar, grade V, Burdwan, is appointed to act, until further orders, as Sub-Registrar of Anandpur, in the district of Midnapore, with effect from the afternoon of the 16th June 1922, during the absence, on deputation, of Baba Rajani Ranjan Chaudhuri to act as District Sub-Registrar of Birbhum.

**No. 313.—The 21st July 1922.**—Maulvi Mir Mufazzal Hossain, Sub-Registrar, grade V, of Dacca, is appointed to act as Sub-Registrar of Kaukhali, in the district of Bakarganj, with effect from the 14th June 1922, until further orders.

*No. 314.—The 22nd July 1922.*—Babu Kalindra Kumar Mazumdar, Sub-Registrar, grade V, of Noakhali, was allowed leave on average pay for one month (the entire period being privilege leave at his credit), under rule 81 (b) (ii) of the Fundamental Rules, on being relieved of his officiating appointment as Sub-Registrar of Ramgati, in the same district, with effect from the afternoon of the 31st May 1922.

*No. 315.—The 22nd July 1922.*—Babu Pares Chandra Mazumdar, Sub-Registrar of Narghat, in the district of Midnapore, was allowed leave on average pay for three months, under rule 81 (b) (ii) of the Fundamental Rules, with effect from the 10th April 1922.

*No. 316.—The 22nd July 1922.*—Mr. Vincent Gilbert Andrews, Sub-Registrar of Lakshmipur, in the district of Noakhali, is allowed leave on average pay for three months (of which fourteen days being privilege leave at his credit), under rule 81 (b) (ii) of the Fundamental Rules, in extension of the leave granted to him in this Department notification No. 234, dated the 17th May 1922.

*No. 317.—The 22nd July 1922.*—Babu Nagendra Chandra Sen, Sub-Registrar, grade IV, of Chittagong, was allowed leave on average pay for one month and fourteen days (the entire period being privilege leave at his credit), under rule 81 (b) (ii) of the Fundamental Rules, on being relieved of his officiating appointment as Sub-Registrar of Fatikchhari, with effect from the 25th May 1922.

*No. 318.—The 22nd July 1922.*—Babu Hari Mohan Basu, Sub-Registrar of Kabirhat, in the district of Noakhali, is allowed leave on average pay for two months (the entire period being on account of privilege leave at his credit), under Rule 81 (b) (ii) of the Fundamental Rules, in extension of the leave granted to him in this Department notification No. 128, dated the 27th March 1922.

*No. 319.—The 22nd July 1922.*—Maulvi Ghulam Husain, Sub-Registrar, grade V, of Murshidabad, is allowed leave on average pay for three months (of which one month and one day are on account of privilege leave at his credit), under rule 81 (b) (ii) of the Fundamental Rules, in extension of the leave granted to him in notification No. 169, dated the 10th April 1922.

*No. 320.—The 24th July 1922.*—Maulvi Anwar Ali, Sub-Registrar, grade V, of Tippera, officiating as Sub-Registrar of Amua, in the district of Bakarganj, is allowed leave on average pay for one month (the entire period being on account of privilege leave at his credit), under article 81 (b) (ii) of the Fundamental Rules, with effect from the 14th July 1922.

*No. 321.—The 24th July 1922.*—Babu Kalindra Kumar Mazumdar, Sub-Registrar, grade V, of Noakhali, is appointed to act as Sub-Registrar of Amua, in the district of Bakarganj, with effect from the 14th July 1922, until further orders.

*No. 322.—The 24th July 1922.*—Babu Rabindra Lal Acharji, officiating Sub-Registrar of Harirampur, in the district of Dacca, is allowed leave on average pay for seventeen days (the entire period being on account of privilege leave at his credit) under rule 103 (a) of the Fundamental Rules read with rules published under Government of Bengal notification No. 19463F., dated the 23rd December 1921, with effect from the 23rd June 1922.

*No. 323.—The 27th July 1922.*—Babu Jogendra Nath Chatarji, Sub-Registrar of Hajiganj, in the district of Tippera, is allowed leave on average pay for two months and seven days, under rule 81 (b) (ii) of the Fundamental Rules, in extension of the leave granted to him in this Department notification No. 239, dated the 27th May 1922.

*No. 324.—The 24th July 1922.*—Late Maulvi Fazlur Rahman, Sub-Registrar, grade IV, officiating at Chagalnaiya, in the district of Noakhali, was on privilege leave, under article 260 of the new Leave Rules, from the 9th to the 27th June 1922 (both days inclusive).

*No. 325.—The 24th July 1922.*—Maulvi Nurul Haq, Sub-Registrar, grade V of Noakhali, is appointed to act as Sub-Registrar of Chagalnaiya, in the district of Noakhali, with effect from the 9th June 1922 until further orders.

*No. 326.—The 24th July 1922.*—Maulvi Muhammad Muzaffarulla, probationer of Calcutta, is allowed leave on half average pay for two months, under article 103 (a) of the Fundamental Rules, read with Bengal Government notification No. 19463F., dated the 23rd December 1921, with effect from the 14th June 1922.

*No. 327.—The 24th July 1922.*—Babu Bibhuti Bhusan Chakrabatti, Sub-Registrar, grade II, is allowed furlough on medical certificate for four months, with effect from the 27th May 1922, under article 301(a) of the new leave rules, in extension of the leave granted to him in notification No. 228, dated the 13th May 1922.

*No. 328.—The 24th July 1922.*—Babu Khitish Chandra Das, probationer, Dacca, is allowed leave on average pay for one month (the entire period being privilege leave at his credit), under rule 103 (a) of the Fundamental Rules, with effect from the date on which he may avail himself of it.

*No. 329.—The 24th July 1922.*—Maulvi Habibar Rahmam, Sub-Registrar of Farashganj, in the district of Noakhali, is allowed leave on average pay for one month and fifteen days (the entire period being on account of privilege leave at credit), under rule 81 (b) (ii) of the Fundamental Rules, with effect from the 30th June 1922.

*No. 330.—The 24th July 1922.*—Mr. Arthur Gupta, Sub-Registrar, grade II, is allowed leave on average pay for three months and seventeen days, with effect from the 30th April 1922 and leave on half average pay for sixteen days, with effect from the 16th August 1922 under rule 81 (b) (ii) of the Fundamental Rules, in extension of the leave granted to him in notification No. 221, dated the 8th May 1922.

*No. 331.—The 24th July 1922.*—Maulvi Ayub Ali Chaudhury, Sub-Registrar, grade III, and under orders of transfer to Hatiya, in the district of Noakhali, was allowed leave on average pay for two months, under rule 81 (b) (ii) of the Fundamental Rules (the entire period being privilege leave at his credit), with effect from the afternoon of the 7th April 1922.

*No. 332.—The 24th July 1922.*—Babu Ananga Mohan Ray, officiating Sub-Registrar of Manteswar, in the district of Burdwan, was on leave on average pay for eleven days (the entire period is on account of privilege leave at his credit), under rule 81 (b) (ii) of the Fundamental Rules, from the 31st May 1922 to the 10th June 1922.

*No. 333.—The 24th July 1922.*—Maulvi Abdul Ali, Sub-Registrar of Dewanganj, in the district of Mymensingh, is allowed leave on average pay for one month (the entire period being privilege leave at his credit), under rule 81 (b) (ii) of the Fundamental Rules, in extension of the leave granted to him in notification No. 187, dated the 29th April 1922.

A. ISLAM,

Inspector-General of Registration, Bengal.

## MARINE DEPARTMENT.

## NOTIFICATIONS.

*No. 67 Marine—The 17th July 1922.*—The following draft of a Notification which, in exercise of the power conferred by section 10 of the Indian Merchant Shipping Act, 1859 (Act I of 1859), the Governor in Council proposes to issue is published for the information of persons likely to be affected thereby.

2. The draft will be taken into consideration on or after the 27th August 1922, and any objection or suggestion with regard thereto, which may be received by the undersigned before that date, will be duly considered.

*Draft Notification.*

In exercise of the power conferred by section 10 of the Indian Merchant Shipping Act, 1859 (1 of 1859), and with the previous sanction of the Governor-General in Council, the Governor in Council is pleased to make, in suppression of the previous rules on the subject, the following rules for the conduct of examinations for masters and mates of foreign-going ships and home-trade ships and regarding the qualifications to be required.

H. E. SPBY,

*Secretary*

*to the Government of Bengal (Offg).*

**REGULATIONS RELATING TO THE EXAMINATION OF  
MASTERS AND MATES.**

## CHAPTER I.

## GENERAL RULES.

1. **Authority for Regulations.**—These regulations are issued in pursuance of Act I of 1859, as amended by Act V of 1883.

By sections 9 and 10 of that Act provision is made for holding examinations for the grant of certificates of competency and power is given to the Local Government with the sanction of the Governor-General of India in Council to make rules for the conduct of such examinations and the qualifications of the applicants.

In accordance with section 13 of the same Act no foreign-going ship\* or home-trade ship\* of a burden exceeding 300 tons is allowed to go to sea from any port in India, unless the master and one officer besides the master have obtained and possess valid and appropriate certificates either of competency or service under that Act or under the Merchant Shipping Act, 1894, and whoever, having been engaged to serve as Master or Mate, goes to sea as aforesaid as such Master or Mate, without being at the time entitled to and possessed of such a certificate, and whoever employs any person as such Master or Mate without ascertaining that he is at the time entitled to and possessed of such certificate is, for each such offence, liable to a penalty of Rs. 500.

For rules for the examination of candidates for certificates of competency as Master and Mate of home-trade sailing-vessels exceeding 300 tons, but not exceeding 1,000 tons burden, see the rules in Appendix N.

2. **Examination of Former Enemy Aliens.**—No "former enemy alien" may be examined for a certificate of competency of any grade.

The expression "former enemy alien" means an alien who is a subject or citizen of the German Empire or any component state thereof, or of Austria, Hungary, Bulgaria, or Turkey, or who, having at any time been such subject or citizen, has not changed his allegiance as the result of the recognition of new states or territorial rearrangements or been naturalised in any other foreign state or in any British Possession in accordance with the laws thereof, and when actually resident therein and does not retain according to the law of his state of origin the nationality of that state.

3. **Examination of Aliens.**—No alien may be examined for a certificate of competency as Master or First Mate in the Foreign or Home or Coasting Trade unless he has

\* "Foreign-going ship" includes every ship employed in trading between any port of the territories which are or may become vested in His Majesty by the Statutes 21 and 23 Vic., C. 106, entitled "An Act for the Better Government of India," and any port or place not in the said territories, nor on the Continent of India, nor in the Straits Settlements, nor in the Island of Ceylon; and "Home Trade Ship" includes every ship employed in trading between any ports of the said territories, or between any port of the said territories and any port or place on the Continent of India or in the Straits Settlements or in the Island of Ceylon.



acted as a Master, Chief Officer or Chief Engineer of a British ship or as Skipper or Second Hand of a British fishing boat at any time during the War, and is certified by the Admiralty to have performed good and faithful service in that capacity.

**4. Time and place of examinations.**—The times and places at which examinations are held are shown in Appendix A.

**5. How to apply.**—Candidates for examination must fill up a form of application (Form Exn. 2) at the Port Office. The form, properly filled in, together with the candidate's testimonials and discharges, must be lodged with the Port Officer, Calcutta, not later than the day before the day of examination; and the candidate must conform to any regulations in this respect which may be laid down by the Local Government. The discharges and testimonials should be handed in, together with the form of application, as many days as possible before the date of the examination which the candidate desires to attend. In the absence of the necessary verification the candidate cannot be examined.

The Examiner should be particularly careful to ascertain that there are no gaps in the candidate's service which are not properly accounted for, before he is allowed up for examination.

**6. Proof of Nationality.**—Every candidate for a certificate of competency of any grade will be required to produce proof of nationality. Proof of British nationality will, in ordinary circumstances, involve the production of a birth certificate or of a certificate of naturalisation. If an applicant for examination cannot produce such certificate he should be asked to furnish such documentary evidence of nationality, or of birth and nationality of parents, as he may be able to obtain, and, if necessary, the case should be referred to Government for consideration.

If the applicant is not a British subject, he will, as a rule, be able to produce some official document testifying to his nationality. If there is any doubt as to the authenticity of such document, the Port Officer should consult the nearest consular officer of the nation to which the applicant belongs. If necessary, the case should be referred to Government for consideration.

**7. How to apply in special cases.**—In cases where a candidate is in doubt whether his service complies with the Regulations, and wishes to submit his case for special consideration, all certificates, discharges, and testimonials, together with the form of application,\* properly filled in, should be submitted to the Port Officer. If necessary, the officer will, after seeing that all the required information is clearly set forth in the papers, forward them with his observations to the Local Government for decision.

**8. Inquiries.**—All other inquiries regarding examinations should be made and dealt with in the same way. The point on which information is sought should be clearly stated, and certificates, discharges, testimonials, etc., should always be forwarded with the inquiry.

**9. Nature of service determined by actual position on board ship.**—Sea service, in the foreign or home trade, cannot be regarded as qualifying for examination for certificates of competency unless it can be verified by reference to the articles of the ship on which it was performed, *e.g.*, service claimed by testimonial or otherwise to have been as Mate when the actual rating as shown by the articles was only that of boatswain or other petty officer will not be accepted where officer's service is required. Where service as First (or Second) Mate is required to qualify for examination the candidate must actually have held the executive position next (or next but one) to the Master.

Candidates who represent themselves as having served in a higher capacity than that actually held in the ship render themselves liable to prosecution.

In this connection examiners should remember that it has been a common practice for officers to be rated on ship's articles as "Second Mate," although in reality they were only Third or Fourth Mates and acted in one of those positions on board ship.

In every case where a candidate for a Master's certificate of competency claims service as Second Mate, he should be requested to make a declaration in Divn. H of the Form Exn. 2\*, to the effect that during his service as Second Mate he had only one officer over him, or if more than one, that a Third and Fourth Mate were also carried.

If the service claimed is as "auxiliary Second Mate" the candidate should be required to state the number of officers serving in a junior capacity.

A candidate with First Mate's service should make a declaration that he was the senior officer under the Master, or if not, he must comply with the requirements of rule 88, as it has been found that in some cases the Second Mate has been signed on the articles as First Mate, the proper First Mate being called chief officer simply for examination purposes.

It must be clearly understood that the amount of service laid down in the Regulations for each grade of certificate of competency is the absolute minimum that can be accepted, and unless a candidate can show the full amount he must in no case be allowed up for examination.

**10. Testimonials required.**—Testimonials to character, including sobriety, and to experience and ability, on board ship for at least the last twelve months of sea service preceding the date of application to be examined, will be required of all candidates, and without producing them no person will be examined.

\*Form Exn. 2, which can be obtained at Port Office.

11. **Penalty for misconduct.**—Candidates who have neglected to join their vessels after having signed articles, or who have deserted their vessels after having joined, or who have been found guilty of gross misconduct on board, will be required to produce satisfactory proofs of two years' subsequent service and good conduct at sea, unless the Local Government, after having investigated the matter, should see fit to reduce the time.

12. **Deafness and other physical and mental disabilities.**—If during the progress of the examination the examiner finds that a candidate is afflicted with deafness, with an impediment in his speech, or with some other physical or mental infirmity, and he is satisfied upon further investigation that the degree of deafness or of the impediment or other infirmity is such as to render the candidate incompetent to discharge the ordinary duties of a Mate or Master at sea, he should not allow the candidate to complete his examination and should return his examination fee; but every case in which this action is taken must be reported to the Port Officer.

If the candidate subsequently produces a medical certificate to the effect that his hearing, speech, or physical or mental condition has improved or is normal, the Port Officer will take into consideration the question of allowing the candidate to sit again for examination.

13. **Foreigners must know English.**—Foreigners must prove to the satisfaction of the examiners that they can speak and write the English language sufficiently well to perform the duties required of them on board a British vessel. If a candidate fails for ignorance of the English language he will not be re-examined until after a lapse of six months. In the case of candidates for Home Trade certificates, the certificates of Asiatics who may not be able to speak English shall be endorsed to the effect that they are valid only for vessels manned and officered entirely by Asiatics.

14. **Issue of certificate.**—If the candidate passes he will receive a form (Form Exn. 16) authorising the Port Officer to whom it is addressed to issue the certificate. It is, therefore, important that the port at which the certificate is to be issued should be the same on both the form Exn. 16 and the Form Exn. 2. If circumstances should make any alteration necessary, the examiner should see that it is made in both forms, otherwise delay in the issue of the certificate may be caused.

15. **Service found to be insufficient.**—If after a candidate has passed the examination it is discovered on further investigation that his services are insufficient to entitle him to receive a certificate of the grade for which he has passed, the certificate will not be granted to him; but if the Local Government is satisfied that the error in the calculation of the candidate's services did not occur through any fault or wilful misrepresentation on his part, he may either have the fee returned to him or have it placed to his credit. Should his services entitle him to a certificate of a lower grade it may be granted to him, and the difference, if any, between the fee paid by him for the superior certificate and the fee payable for the inferior certificate will be returned to him or placed to his credit. The superior certificate will not be granted until the candidate has performed the amount of service in which he was deficient, and has been re-examined in all the subjects, unless the Local Government see fit to dispense with the re-examination.

16. **Failure in Examination.**—In all cases of failure the candidate must be examined anew. If a candidate fails in Seamanship he will not be re-examined until after a lapse of six months. Whether the whole or part of this period must be served at sea must depend upon the subjects in Seamanship in which the candidate failed, but the amount of further sea service to be required will be left to the discretion of the examiner.

17. **Examiner's Report.**—The examiner, in making his report on his Form Exn. 14, should state what amount, if any, of further sea service the candidate must perform, and he should also insert this information in the Form Exn. 2.

18. **Failure in Navigation.**—If a candidate fails three times in Navigation within three months, he will not be re-examined until after a lapse of three months from the date of the last failure.

19. **Candidates failing may be examined for certificate of lower grade.**—If a candidate fails in his examination for a foreign-going certificate, and the subjects in which he has failed are not included in the syllabus prescribed for a certificate of a lower grade, he may, if he so desires, be examined for the lower grade certificate without further formal application or payment of fee, but he will be required to complete the whole of the work prescribed for such lower grade.

No part, however, of the fee he has paid will be returned to him, and on presenting himself, when qualified, for re-examination for the higher certificate, he will be required to pay again the full fee for the examinations.

20. **Failure in Seamanship.**—If a candidate fails in Seamanship so far as regards the management of square-rigged sailing vessels, in his examination for an ordinary certificate, he may, if qualified as to service, without further formal application or further payment of fee proceed with the examination for a certificate of competency for foreign-going steamships, or for fore-and-aft rigged vessels.

21. **Fee always paid first.**—Candidates for examination, in making their application on Form Exn. 2, will be required to pay the examination fee before any step is taken in the way of inquiring into their services or testing their qualifications. If the candidate

is found not to be eligible the fee will either be returned to him or placed to his credit until he is eligible.

22. **Where to pay fees.**—The fee for examination must be paid to the Port Office. If a candidate offers a gratuity to any officer of the Department, he will be regarded as having committed an act of misconduct, and will be rejected, and not allowed to be again examined for twelve months either at the port where the offence was committed, or at any other port.

23. **Fee not returned on failure.**—If a candidate fails to pass the examination no part of the fee will be returned to him.

24. **Table of fees.**—The fees are as follows:—

#### FOR FOREIGN-GOING SHIPS.

	Rs.	A.	P.
Second Mate ... ..	15	0	0
First or Only Mate—			
If previously possessing an inferior certificate, either granted by the Board of Trade, or by the Government of a British possession under Order in Council ... ..	7	8	0
If not ... ..	15	0	0
Master ... ..	30	0	0
Where a candidate is in possession of a certificate for fore-and-aft rigged vessels, and requires an Ordinary or a Steamship certificate of the same grade; or where a candidate is in possession of a Steamship certificate, and requires an Ordinary certificate of the same grade ... ..	Half the usual fee.		
Where a candidate is in possession of a Colonial certificate for foreign-going ships, not granted under Order in Council; or of a provisional certificate of qualification obtained after examination on board one of His Majesty's ships; and requires a colonial certificate issued by the Government of Bengal of same grade; for first attempt ... ..	No fee.		
Every subsequent attempt ... ..	Usual fee.		

#### FOR HOME-TRADE SHIPS.

Mate ... ..	7	8	0
Master ... ..	15	0	0

#### VOLUNTARY EXAMINATIONS.

Voluntary examination in Steam ... ..	15	0	0
Voluntary examination in Compass Deviation ... ..	15	0	0
Voluntary examination in Signalling; if taken at the same time as the examination for a certificate of competency ... ..	No fee.		
If taken at any other time ... ..	15	0	0

#### FOR YACHTS.

Master ... ..	30	0	0
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NOTE.—No abatement will be made in the fee charged to a candidate for a certificate for foreign-going ships in consequence of his possessing a Master's or Mate's certificate for home-trade passenger ships.

25. **Copy of Lost Certificate.**—An applicant for a certified copy of a lost Certificate either of Competency or Service, must fill in a form of application, Exn. 23, giving the particulars required, and hand it to the Port Officer of Calcutta. A declaration as to the circumstances in which the certificate was lost must be made by the applicant before the Port Officer who will state thereon whether a fee is to be charged or not, and will forward a certified copy of the lost certificate to the applicant.

No fee will be charged if the applicant can prove that the certificate was lost through ship wreck or fire.

26. **First Aid to the Injured.**—(a) Every candidate for a Certificate of Competency of any grade as Master or Mate will be required to produce a certificate issued by the St. John's Ambulance Association, the St. Andrew's Ambulance Association, the St. Patrick's Ambulance Association, the British Red Cross Society, the London County Council, the Glamorgan County Council, the Leith Nautical College or other approved body or by a Medical Officer of one of His Majesty's ships, to the effect that he has passed examination in First Aid to the injured.

(b) The certificate must be an adult certificate, i.e., obtained by the candidate when sixteen years of age or more, and the examination for it must have been passed not more than three years before the date of the examination for the certificate of competency. Certificates issued by the St. John's Ambulance Association more than three years before the examination for a certificate of competency will, however, be accepted, provided that, at the expiration of three years since its issue, the certificate has attached to it the "Voucher" or "Label" of the Association certifying that the holder has passed re-examination in First Aid.

(c) If a candidate does not possess such a certificate of proficiency in First Aid he should apply some time before he wishes to sit for examination for a certificate as Master or Mate to the local secretary of one of the approved Associations, who will inform him of the available facilities for the instruction and examination of candidates in First Aid. A list of the names and addresses of the local secretaries of the Associations is given in Appendix C.

(d) Besides the courses of instruction which are provided on shore at the ports in the United Kingdom, at which examinations for certificates as Master and Mate are held courses of instruction given by qualified surgeons on board merchant vessels will be accepted by the St. John's Ambulance Association as qualifying the candidate for examination for their certificate of proficiency in First Aid, provided the surgeon certifies that he has followed the syllabus of instruction laid down by the Association.

(e) The St. Andrew's Ambulance Association will also accept instruction by a ship's surgeon on board ship as qualifying a candidate for examination for their certificate of proficiency in First Aid, provided their syllabus is followed. In this case the candidate must previously have enrolled and obtained an attendance card, by applying to the local secretary of the Association, or to the head office at 176, West Regent Street, Glasgow.

(f) It will not be necessary for the candidate for a certificate as master or mate in all cases to produce the formal certificate of proficiency in First Aid issued by the Associations. In order to prevent delay in proceeding with the examination for the certificate as Master or Mate and in the issue of the certificate to successful candidates, the special Mercantile Marine linen certificate issued by the St. John's Ambulance Association and duly signed by the Lecturer, the Surgeon Examiner, and the Association's local representative, or, in Scotland, a certificate signed by the Local Examiner of the St. Andrew's Ambulance Association, to the effect that the candidate has passed the examination for a certificate of proficiency, may be accepted as showing that the candidate possesses the required knowledge of First Aid.

**27. Sight tests.**—(a) Every candidate for a certificate of competency must pass the prescribed sight tests before a certificate can be issued to him. If circumstances render it necessary for him to proceed with the examination in navigation and seamanship before undergoing the sight tests, he should be informed that the examination in navigation and seamanship will be cancelled in the event of his failure to pass either of the sight tests.

(b) **Form vision test.**—Every candidate for a certificate must pass the form vision test. If he obtained a certificate of competency before January 1st, 1914, he will only be required to possess half normal vision using both eyes together. Otherwise he must pass a higher standard, viz., normal vision using both eyes or either eye separately.

Any candidate who has obtained his first certificate under these conditions may obtain his higher certificates, provided that he has normal vision using both eyes or either eye separately.

Detailed information with regard to the conduct of the examination and the standards required is contained in Appendix I.

(c) **Colour vision test.**—Every candidate must undergo the colour vision test on every occasion on which he presents himself for examination for his first certificate of competency; but, if he then passes, he will not be required to undergo the colour vision tests on any subsequent occasion.

No person who holds a certificate of competency should be examined in colour vision.

(d) A candidate who fails to pass the prescribed form vision test may present himself for re-examination at intervals of three months. A candidate who fails to pass the colour vision test cannot be re-examined. In the case of a candidate who is referred for further examination the Port Officer will make arrangements for a special examination. It is also open to any candidate who is adjudged to have failed in the colour vision test to appeal to the Local Government, who may, if they think fit, remit the case to a special body of examiners for decision.

(e) The Local Government will repay, at a rate which will be notified to the candidate, the travelling expenses of and candidate who is referred for further examination, as well as the travelling expenses of any candidate who, having appealed against failure, is reported by the special examiners to have passed. No payment whatever will be made towards the expenses of candidates who, upon their own application, are examined by the Special Examiners, and are reported by them to have failed, unless the Local Government consider that the particular circumstances of the case justify such payment.

(f) When a candidate fails to pass the colour vision test, the examiner will point out to him the conditions under which he can appeal. Appeals are to be made through the Port Officer, and forwarded to Local Government with the Examiner's remarks.



(g) Only Examiners who have themselves passed the colour vision tests are to undertake the local examinations.

(h) The fee paid for examination for a certificate of competency includes the fee of two rupees for examination in form and colour vision, and if the candidate fails to pass those tests, this fee will, with the exception of two rupees, be returned to him.

(i) No additional fee will be charged to any candidate referred for special examination, but a candidate who appeals against failure will be required to pay a special fee which will be returned to him if he passes the special examination. If a candidate, who has been reported by the Special Examiners as having failed, is still dissatisfied, it will be open to him, if he so desires, to present himself for a second special examination on payment of a fee of rupees seventy-five, provided that he brings with him a friend to witness the examination.

This second examination will, however, be entirely voluntary, and will form no part of the examination for a certificate of competency. The Local Government will, however, give consideration to the result of such examination in determining whether a certificate shall be granted.

The sight tests are open to all persons serving or intending to serve in the Mercantile Marine or in fishing vessels, and all such persons recommended to take the earliest opportunity of ascertaining whether their vision is such as to qualify them for service in that profession. Any such person, if desirous of undergoing the tests, must make application to the Port Officer, on the Form Exn. 2a, and must pay a fee of two rupees.

This fee will be payable on each occasion on which a candidate is examined.

## CHAPTER II.

### QUALIFICATIONS REQUIRED FOR THE VARIOUS GRADES.\*

[Certificates for Foreign-going Ships, or Ordinary Certificates.]

28. **Square-rigged service required.**—A candidate for an Ordinary certificate of any grade who has not previously held an Ordinary certificate of a lower grade must prove that he has served 12 months in the Foreign trade, or 18 months in the Home or Coasting trade, in a square-rigged sailing vessel.

29. **Value of Ordinary Certificates.**—Ordinary certificates will entitle the holders to go to sea as Mates or Masters of any vessel, sailing or steam.

30. **Second Mate.**—A candidate must be not less than eighteen years of age, and must have served four years at sea.

31. **Second Mate, Ordinary ; Navigation.**—A candidate for a Second Mate's certificate will be required—

- (a) To write a legible hand and spell correctly. For the purpose of testing his ability the candidate will be required to write a short essay on some suitable subject.
- (b) To show a competent knowledge of the first five rules of arithmetic and the use of logarithms.
- (c) To answer questions on elementary plane trigonometry.
- (d) To work a day's work complete, correcting the courses for leeway, deviation and variation.
- (e) To find the latitude by the meridian altitude of the sun.
- (f) To work any practical problem in parallel sailing.
- (g) To find the true course and distance from one given position to another by Mercator's method ; also the compass course, the variation and deviation being given.
- (h) To find the true amplitude of the sun and the error of the compass therefrom, also the deviation, the variation being given.
- (i) To find the longitude by chronometer from altitude of the sun by the usual methods, computing the daily rate of chronometer from errors observed, when required ; also to find the true azimuth of the sun, and the error of the compass ; and the deviation, the variation being given.
- (j) To find the true azimuth of the sun by the "Time Azimuth" tables ; the error of the compass ; also the deviation, the variation being given.

NOTE.—The candidate will be required to give a figure and explanation for each problem worked, and give a written explanation of any of the terms used in navigation or nautical astronomy that may be asked.

- (k) To find on a chart or plan the course or courses to steer and the distance or distances from one given position to another ; to find the ship's position together with the set and drift (if any) on the chart or plan from cross-bearings of two objects ; to find the ship's position from two bearings of the same object, the course and distance run between taking the bearings being

\* These qualifications are shown in tabular form in Appendix J.

given, making due allowance for a given tide or current; also, the distance of the ship from the object or any given position at the time of taking the second bearing; to find on a chart or plan the course to steer by compass in order to counteract the effect of a given tide or current, and find the distance the ship will make good towards a given point in a given time; to fix a ship's position on a chart or plan by horizontal sextant angles, using a station pointer; and to work out practically the correction to apply to soundings taken at a given time and place to compare with the depth marked on the chart; and give a method of finding approximately the time of high water at any given place without the aid of the Admiralty or other Tide Tables.

He will be examined orally in the following subjects:—

- (l) The Morse and British movable semaphore alphabets, the International Code of Signals, and the Allied Signal Manual. He will be required to attain a minimum speed of 10 words a minute in semaphore and 6 words a minute in Morse flashing and 5 words a minute in Morse flag waving. (See Appendix D.)
- (m) The use and adjustments of the sextant, read off and on the arc, and the mode of finding the index error by both horizon and sun.
- (n) The construction, use and principle of the barometer, thermometer and hydrometer. Also the use and care of a chronometer.
- (o) Weights and measures.
- (p) The markings, signs and abbreviations on Admiralty charts or plans.
- (q) The General Notices published in the Board of Trade Summary of Notices to Mariners.
- (r) Elementary questions on the main parts of a ship's construction.

**32. Second Mate, Ordinary: Seamanship.**—He must understand and give satisfactory answers on the following subjects:—

- (a) The standing and running rigging of ships.
- (b) Bending, unbending, setting, reefing, taking in, and furling sail.
- (c) Sending masts and yards up and down, etc.
- (d) Management of a ship when under canvas.
- (e) Management of ships' boats in heavy weather.
- (f) Dunnaging and stowing cargo, etc.
- (g) The Rule of the Road as regards both steamers and sailing vessels, their regulation lights and fog and sound signals.
- (h) The signals of distress, and the signals to be made by ships wanting a pilot, and the liabilities and penalties incurred by the misuse of these signals.
- (i) The marking and use of the lead and log lines. Also care and use of sounding machines and mechanical logs.
- (j) The use and management of the rocket apparatus in the event of a vessel being stranded.
- (k) Any questions appertaining to the duties of a Second Mate that the Examiner may think necessary to ask.
- (l) Also questions on the additional subjects which are specified in the rules of examination for Second Mates' certificates of competency for foreign-going steamships. (See rule 45.)

**33. Mate, Ordinary only.**—A candidate must be not less than nineteen years of age, and have served five years at sea.

**34. First Mate, Ordinary.\***—A candidate must be not less than nineteen years of age, and have served five years at sea, of which—

- (a) One year must have been in a capacity not lower than Fourth Mate of a foreign-going vessel whilst holding a Second Mate's certificate for foreign-going vessels;  
if his service was as Third or Fourth Mate proof will be required that he had during the whole year *charge of a watch* (see rule 87);
- (b) or one year and a half must have been in a capacity not lower than Only Mate in a home-trade or coasting vessel whilst holding a Second Mate's certificate for foreign-going vessels, or a Mate's certificate for home-trade passenger ships;
- (c) or one year must have been as Pilot with a First Class Pilot's Certificate (see rule 84).

**35. Mate, Ordinary: Navigation.**—In addition to the work for the Second Mate's certificate, a candidate for the Only or First Mate's certificate will be required—

- (a) To answer questions on right-angled spherical trigonometry.
- (b) To compute the time at which a given star will be on the observer's meridian. [Occasionally by inspection.]

\* For convenience of calculation the service required is stated in a tabular form in Appendix J.

- (c) To determine what bright stars will be within a certain hour-angle from the observer's meridian, above the pole and above the horizon, at any given time; also the hour-angle, east or west, of each of the stars, and whether they are to the north or south of the observer's zenith when passing the meridian.
- (d) To compute the approximate meridian altitude of a star, for setting the sextant.
- (e) To find the latitude from the meridian altitude of a star.
- (f) To find the longitude by chronometer by altitude of a star.
- (g) To find the true azimuth of a star by the "Time Azimuth" tables, and get the deviation therefrom.
- (h) To find the latitude by ex-meridian altitude of the sun or a star.
- (i) To find the line of position and the true bearing of the sun, and the ship's position, by Sumner's method by projection.

**NOTE.**—The candidate will be required to give a figure and explanation for each problem worked, and give a written explanation of any of the terms used in navigation or nautical astronomy that may be asked.

- (j) To answer certain questions on meteorology.

He will be examined orally in the following subjects:—

- (k) How to keep a ship's log-book.
- (l) How to calculate the capacity of a given bunker or hold.
- (m) How to calculate a freight and its commissions.
- (n) The measurement and equipment of ship's life-boats and number of persons allowed to be carried in each class of boat.
- (o) Testing of life-buoys and life-belts.
- (p) The screening of ship's side-lights.
- (q) More advanced questions on the main part of a ship's construction and general use.

**36. Mate, Ordinary: Seamanship.**—In addition to the qualifications required for a Second Mate's certificate, an Only or First Mate will be required to show a knowledge of the following subjects:—

- (a) Shifting large spars, rigging sheers, taking lower masts in and out.
- (b) How to moor and unmoor ship; to keep a clear anchor; and to carry out an anchor.
- (c) How to manage a ship in stormy weather, and to cast a ship on a lee shore.
- (d) How to secure the masts in the event of accident to the bowsprit.
- (e) How to rig purchases for getting heavy weights, anchors, machinery, etc., in or out.
- (f) How to dispose various kinds of cargo and weights in a stiff and in a tender vessel.
- (g) The ventilation of holds, and the stowage of explosives.
- (h) The stowage of grain cargoes.
- (i) How to rig a sea anchor, and what means to employ to keep a vessel, disabled or unmanageable, out of the trough of the sea, and lessen her lee drift.
- (j) How to get a cast of the deep sea lead in heavy weather.
- (k) Accidents, and how to deal with them.
- (l) Any other questions appertaining to the duties of an Only or First Mate which the Examiner may think necessary to ask.
- (m) Also questions on the additional subjects which are specified in the rules of examination for Only and First Mate's certificates of competency for foreign-going steamships. (See rule 49.)

**37. Master, Ordinary\*.**—A candidate must be not less than twenty-one years of age and—

- (a) he must have served six years at sea, of which one year must have been in a capacity not lower than Only Mate of a foreign-going vessel, whilst holding a certificate not lower than an Only Mate's certificate for foreign-going vessels, provided that, if this service as officer was not performed whilst holding a First Mate's certificate for foreign-going vessels, the candidate will also be required to prove the officer's service prescribed for that grade (rule 35);
- (b) or, he must have served six years at sea, of which one year and a half must have been in a capacity not lower than Only Mate of a home-trade or coasting vessel whilst holding a certificate not lower than an Only Mate's certificate for foreign-going vessels, provided that, if this service as officer was not performed whilst holding a First Mate's certificate for foreign-going vessels, the candidate will also be required to prove the officer's service prescribed for that grade (rule 35);

\* For convenience of calculation the service required is stated in a tabular form in Appendix J.

- (c) or he must have served six and a half years at sea, one year of which must have been in a capacity not lower than Second Mate of a foreign-going vessel whilst holding a First Mate's certificate for foreign-going vessels, provided that, if this service as Second Mate was performed under an additional or auxiliary First Mate, it will only be accepted if a Third or Fourth Mate were also carried, and one year and a half not lower than Third or Fourth Mate of a foreign-going vessel in charge of a watch whilst holding a Second Mate's certificate for foreign-going vessels (see rule 9);
- (d) or he must have served seven and a half years at sea, two years of which must have been in a capacity not lower than Third Mate of a foreign-going vessel whilst holding a First Mate's certificate for foreign-going vessels (he must prove that he had only two officers over him besides the master,) and one year and a half not lower than Third or Fourth Mate of a foreign-going vessel in charge of a watch whilst holding a Second Mate's certificate for foreign-going vessels (see rule 9);
- (e) or, he must have served nine years at sea in the Home or Coasting trade; of which three years must have been as Master or one year as Master and three years in a capacity not lower than that of Mate, provided, that in either case, he has served in such capacity for not less than one year with a Second Mate's certificate for foreign-going vessels or a Master's certificate for home-trade passenger ships.

38. **Master, Ordinary: Navigation.**—A candidate for an ordinary Master's certificate will, in addition to the work prescribed for the grades of Second and First Mate that may be given him by the Examiner, be required:—

- (a) To write an essay on some technical subject.
- (b) To find the latitude by the altitude of the Polar star at any time.
- (c) To find the latitude by the meridian altitude of the moon.

NOTE.—The candidate will be required to give a figure and explanation for each problem worked, and give a written explanation of any of the terms used in navigation or nautical astronomy that may be asked.

- (d) To find the magnetic bearing of any fixed object when at sea or at anchor from bearings of the object taken with the ship's head on equidistant compass points, and to compute the deviation therefrom; to construct a deviation curve upon a Napier's diagram which will be furnished by the Examiner, and show that he understands its practical application, to give satisfactory written and oral answers to certain practical questions as to the effect of the ship's iron upon the compasses, and the method of determining the deviation, and show how to compensate the deviation by magnets and soft iron by the aid of Beall's Compass Deviascope.
- (e) Questions on ship construction and naval architecture and a few elementary questions on stability.

He will be examined orally in the following subjects:—

- (f) The law as to the engagement and discharge and management of the crew, and the entries to be made in the official log.
- (g) How to prevent and check an outbreak of scurvy on board ship.
- (h) The law as to load-line marks, and the entries and reports to be made respecting them.
- (i) Invoices, charter party, bills of lading, Lloyd's agent, nature of bottomry, bills of exchange, surveys, averages, etc.
- (j) The prevailing winds and currents of the globe.
- (k) The trade routes.
- (l) Tides.

39. **Master, Ordinary: Seamanship.**—In addition to the qualifications required for the grades of Second and First Mate, an Ordinary Master will be required to show a knowledge of the following subjects:—

- (a) Construction of jury rudders for both wooden and iron vessels, also rafts.
- (b) Resources for the preservation of the ship's crew in the event of wreck.
- (c) Management of ship in heavy weather.
- (d) Rescuing the crew of a disabled vessel.
- (e) Steps to be taken when a ship is on her beam ends, or in any danger or difficulty, or disabled or unmanageable and on a lee shore.
- (f) Heaving a keel out.
- (g) How to proceed when placing a ship in dry dock, and directing repairs, and when putting into port in distress with damage to cargo and ship.
- (h) Any other question appertaining to the management of a ship which the examiner may think it necessary to ask.
- (i) Also questions on the additional subjects which are specified in the rules of Examination for Masters' certificates of competency for foreign-going steamships. (See rule 52.)



40. **Special Regulations relating to the examination of Masters and Mates to apply only where the candidate has served an apprenticeship in an approved sea-going training ship, with a view to promotion in the service of the Company to which the training ship is attached.**—(1) The training ship must be a sea-going cargo-carrying square-rigged sailing vessel, and the course of study and practical training which the cadets receive must be approved by the Local Government.

At the end of four years' service in the training ship the cadet will be qualified for examination for a certificate as Second Mate, provided (a) he can produce a testimonial to the effect that both his conduct and his ability have given satisfaction during the whole period, and (b) that he has served *at sea* for not less than four-fifths of the time, that is to say, has not spent more than one-fifth of the time in home ports, *cf.* rule 104.

If the cadet has served previously for two years in either the "Conway" or the "Worcester" training ship, this time will be allowed to count as one year's qualifying service (*cf.* rule 100), and he will be required to serve for 3 years only in the Company's training ship before he can be allowed up for examination for a certificate as Second Mate (ordinary).

(2) A candidate who has served for four (or three) years on the training ship may be allowed up for examination for a certificate as First Mate (ordinary) when he has served, whilst holding a certificate as Second Mate, *for two years as junior bridge-keeping officer of the watch* upon vessels of the Company satisfying certain requirements [*see* sub-rule (4)]. The words "junior bridge-keeping officer" must be interpreted as meaning the junior of two bridge-keeping officers. Where three officers are on the bridge together, the service of the third does not fall within the scope of the Special Regulations, and his service cannot be accepted as qualifying. All cases where cadets, to whom these special regulations apply, subsequently present themselves for examination for First Mate or Master must be referred to the Port Officer so that their real position on board vessels of the Company satisfying the requirements of this rule may be verified by reference to the official logs before they are accepted as eligible for examination.

(3) A candidate who has obtained a certificate as First Mate in the above way may be allowed up for examination for a certificate as Master (ordinary) when he has served for eighteen months whilst holding the Certificate as First Mate, as a senior watch-keeping officer upon vessels of the Company satisfying the same requirements [*see* sub-rule (4)].

If the candidate has served for eighteen months as senior of the junior officers, *i.e.*, the officer next below the junior of the officers in full charge of the watch whilst holding the Certificate as First Mate, he may be allowed up for examination for a certificate as Master (ordinary) on the understanding that the certificate as Master would not be issued to him until he had completed twelve months' service as a senior watch-keeping officer, the service in both cases to be performed on vessels satisfying the same requirements [*see* sub-rule (4)].

(4) The special regulations (sub-rules 2 and 3) in regard to the acceptance of service as qualifying for the examinations for certificates as First Mate and Master shall apply only when the service is performed in the specified capacities upon ocean-going steamers of not less than 8,000 tons gross, making an average speed of 15 knots or upwards and carrying a crew of not less than 130 men, including at least five deck officers besides the Master.

41. **Fore-and-aft certificates.**—Certificates for the grades of Second Mate, Only Mate, First Mate, and Master of fore-and-aft rigged vessels will be issued to candidates who have not complied with the regulation which requires them to have served at least one year in square-rigged sailing vessels, or who prove in course of examination that they are ignorant of the management of square-rigged ships. In other respects the qualifications for examination for such certificates are the same as for Ordinary certificates.

The examinations for the grades of Second Mate, Only Mate, First Mate, and Master, of fore-and-aft rigged vessels will be precisely the same as for the Ordinary certificates, excepting that in seamanship a knowledge of the management of square-rigged vessels is not required.

A certificate for fore-and-aft rigged vessels will not entitle the possessor to act in any case in which a certificate for square-rigged vessels is required. Amongst square-rigged vessels are classed full-rigged ships, barques, b-rigs, barquentines, brigantines, and steamships carrying square sails.

A candidate possessing a certificate for fore-and-aft rigged vessels, and desiring to be examined for an Ordinary certificate, must prove that he has served at sea at least one year in a square-rigged sailing vessel, unless he has previously held an Ordinary certificate of a lower grade.

42. **Steamship Certificates.**—Certificates applying only to steamships are issued to candidates who are either unable to comply with the regulations which requires them to have passed one year in square-rigged sailing vessels or who prove in course of examination that they are ignorant of the management of square-rigged sailing vessels. All the qualifying service prescribed for these certificates may have been performed in steamships.

These certificates will entitle the holders to go to sea as Masters or Mates of foreign-going steamships, but will not entitle them to go to sea as Masters or Mates of foreign-going sailing ships.

There will be no distinction in these certificates between fore-and-aft rigged steamships and square-rigged steamships.

**43. Second Mate, Steamships.**—The qualifications as to age and service are the same as for an Ordinary Second Mate's certificate (*see* rule 30), excepting that the whole of the service may have been performed in steamships and that no service in square-rigged sailing vessels is required.

**44. Second Mate, Steamships: Navigation.**—The examination in navigation for a Second Mate's certificate for foreign-going steamships will be precisely the same as that prescribed for an Ordinary Second Mate's certificate.

**45. Second Mate, Steamships: Seamanship.**—The candidate must understand and be able to give satisfactory answers on the following subjects:—

- (a) The standing and running rigging of steamships.
- (b) Bending, unbending, setting, taking in, and furling sail.
- (c) Sending masts and yards up and down, etc.
- (d) Seeing everything in readiness and clear for getting under way, and the precautions to be then observed with regard to steering gear and connection, engines, propeller, etc.
- (e) Care and usage of mechanical logs and sounding machines.
- (f) Management of ships' boats in heavy weather.
- (g) Dunnaging and stowing cargo, etc.
- (h) The rules of the Road as regards both steamers and sailing vessels, their regulation lights and fog and sound signals.
- (i) Signals of distress, and signals to be made by ships wanting a pilot, and the liabilities and penalties incurred by the misuse of these signals.
- (j) The marking and use of the ordinary lead and log lines.
- (k) The construction, use, and action of the sluices, and of the water-ballast tanks.
- (l) Engine-room and other telegraphs used on board ship, and deck appliances generally.
- (m) Use and management of the rocket apparatus in the event of a vessel being stranded.
- (n) Any other questions appertaining to the duties of the Second Mate of a steamship which the Examiner may think necessary to ask.

**46. Only Mate, Steamships.**—The qualifications as to age and service are the same as for an Only Mate's Ordinary certificate (*see* rule 33) excepting that the whole of the service may have been performed in steamships and no service in square-rigged vessels is required.

**47. First Mate, Steamships.**—The qualifications as to age and service are the same as for a First Mate's Ordinary certificate (*see* rule 34) excepting that the whole of the service may have been in steamships, and that no service in square-rigged vessels is required.

**48. Mate, Steamships: Navigation.**—The examination in navigation for an Only or First Mate's certificate for foreign-going steamships will be precisely the same as that prescribed for an Ordinary First Mate's certificate (*see* rule 36).

**49. Mate, Steamships: Seamanship.**—In addition to the qualifications required for a Second Mate's certificate, an Only or First Mate will be required to show a knowledge of the following subjects:—

- (a) Shifting large spars; rigging sheers; and taking lower masts in and out.
- (b) How to moor and unmoor ship; keep a clear anchor; and carry out an anchor.
- (c) Management of a steamship in stormy weather.
- (d) How to rig purchases for getting heavy weights, anchors, machinery, etc., in and out.
- (e) How to dispose various kinds of cargo and weights in a stiff and in a tender vessel.
- (f) Ventilation of holds, and the stowage of explosives.
- (g) Stowage of grain cargoes.
- (h) The effects of the screw race upon the rudder; and the effect produced on the direction of the head of the ship by going [ahead] [astern] with a [right] [left] handed screw when the rudder is [ported] [starboarded]; also, the effect of twin screws under the same conditions, and when going ahead with one and reversing the other, etc., etc.
- (i) How to rig a sea anchor, and what means to employ to keep a steamer, with her machinery disabled, out of the trough of the sea, and to lessen her lee drift.
- (j) How to turn a steamship short-round.
- (k) How to get a cast of the deep sea lead in heavy weather.
- (l) Any other questions appertaining to the duties of a First Mate of a steamship which the Examiner may think necessary to put to him.

50. **Master, Steamships.**—The qualification as to age and service are the same as for a Master's Ordinary certificate for a foreign-going ship (see rule 37), excepting that the whole of the service may have been performed in steamships, and that no service in square-rigged vessels is required.

51. **Master, Steamships: Navigation.**—The examination in navigation for a Master's certificate for foreign-going steamships will be precisely the same as that prescribed for an Ordinary Master's certificate (see rule 38).

52. **Master, Steamships: Seamanship.**—In addition to the qualifications required for the grades of Second and First Mate, a Master will be required to show a knowledge of the following subjects:—

- (a) Construction of rafts and jury rudders suitable for screw steamships.
- (b) The preservation of the ship's screw in the event of wreck.
- (c) Management of steamships in heavy weather.
- (d) Rescuing the crew of a disabled ship.
- (e) Steps to be taken when a vessel is on her beam ends, or disabled and on a lee shore.
- (f) How to use steam appliances in the event of fire.
- (g) Economy in coal consumption.
- (h) The best arrangement for towing vessels under different circumstances.
- (i) Placing ship in dry dock; directing repairs; and the mode of procedure when putting into port in distress with damage to cargo and ship.
- (j) Any other questions appertaining to the management of a steamship which the Examiner may think it necessary to put to him.

53. **Steamship certificates, how changed.**—A candidate possessing a certificate for foreign-going steamships, and desiring to be examined for an Ordinary certificate, must prove that he has served at sea at least one year in a square-rigged sailing vessel, unless he has previously held an Ordinary certificate of a lower grade.

54. **Mate, Home Trade.**—A candidate must be not less than nineteen years of age, and have served four years at sea.

55. **Mate, Home-Trade: Navigation.**—He must write a legible hand and spell correctly, and understand the first five rules of arithmetic, both simple and compound. He must be able to take a bearing by compass, be conversant with the use of a Mercator's Chart, and be able to find, on a chart or plan, the course or courses to steer and the distance or distances from one given position to another; to find the ship's position, together with the set and drift (if any) on a chart or plan from cross bearings of two objects; to find the ship's position from two bearings of the same or different objects, the course and distance run between taking the bearings being given, making due allowance for a given tide or current; also the distance of the ship from the objects or any given position at the time of taking the second bearing; to find on a chart or plan the course to steer by compass in order to counteract the effect of a given tide or current and to find the distance the ship will make good towards a given point in a certain time, and to work out practically the correction to apply to soundings taken at a given time and place, to compare with the depth marked on the chart; also, to fix the ship's position by horizontal sextant angles, using a station pointer for plotting it on the chart or plan, etc., and give a method of finding approximately the time of high water at any given place without the aid of the Admiralty or other Tide Tables. He will also be required to explain orally the markings, signs and abbreviations on Admiralty charts and plans, the use of the sextant, to be able to observe with it, to read *off* and *on* the arc, and to find the index error by the horizon. He will also be required to attain a minimum speed of 10 words a minute in semaphore and 6 words a minute in Morse flashing and 5 words a minute in Morse flag waving, and to have a good working knowledge of the International Code of Signals and Allied Signal Manual.

56. **Mate, Home-Trade: Seamanship.**—He must possess a thorough knowledge of the Rule of the Road as regards both steamers and sailing vessels, their regulation lights, and fog and sound signals. He must be able to describe the signals of distress, the signals to be made by ships wanting a pilot, and the liabilities and penalties incurred by the misuse of these signals; also the use and management of the rocket apparatus in the event of his vessel being stranded. He must be able to mark and use the lead log lines, to moor and unmoor a vessel, and to manage a ship's boat in heavy weather, etc., etc. He must also understand the construction, use and action of the bulkhead sluices, the engine-room telegraph, etc., and to answer any other questions appertaining to the duties of the Mate of a home-trade passenger ship which the Examiner may think proper to put to him.

57. **Master, Home-Trade.**—A candidate must be not less than twenty-one years of age and have served five years at sea, of which—

- (a) One year must have been in a capacity not lower than that of Only Mate of a home-trade or coasting vessel, whilst holding a Mate's certificate for home trade passenger ships, or a Second Mate's certificate for foreign-going vessels;

\* For convenience of calculation the service required is stated in a tabular form in Appendix J.

- (b) or, two and a half years must have been in a capacity not lower than Second Mate of a home-trade or coasting vessel in charge of a watch, whilst holding a Mate's certificate for home-trade passenger ships, or a Second Mate's certificate for foreign-going vessels (see rule 87);
- (c) or, one year must have been as Pilot with a First Class pilot's certificate (see rule 84).

**58. Master, Home-Trade: Navigation.**—In addition to the qualifications required of a Mate of a home-trade passenger ship, a Master will be required to find the latitude by a meridian altitude of the sun, find compass corrections by Amplitude and Time Azimuth of the sun, and to give written answers to certain practical questions on the subject of the deviation of the compass. (See also supplementary *viva voce* test rule 130).

**59. Master, Home-Trade: Seamanship.**—In addition to the qualifications required of a Mate of a home-trade passenger ship, a Master must understand how to sea anchor, and what means to apply to keep a steamship with machinery disabled out of the trough of the sea; also how to get a cast of the lead in heavy weather, etc. He will be examined as to his resources for the preservation of the crew and passengers in the event of wreck and the steps to be taken if his vessel is disabled and drifting towards a lee shore, and will be required to answer any other questions appertaining to the management of a home-trade passenger ship which the Examiner may think necessary to put to him.

**60. Yacht Certificates.**—The examination for these certificates is purely voluntary and is confined to persons who command their own British sea-going pleasure yachts. A Master of a yacht who is not also the sole owner, or who is under 21 years of age, is not eligible for examination.

Only one description of certificate will be issued, whether the yacht is foreign-going or cruises within the home-trade limits.

The certificate will not entitle the holder to command any vessel except the pleasure yacht or yachts, of which he is at the time the sole owner.

Candidates are not required to have served any specified time afloat, as it is believed that their sea knowledge will be sufficiently tested by the examination they will have to pass in seamanship.

Testimonials of service need not be shown, but a candidate for examination will be required to produce a statutory declaration to the effect (1) that he is sole owner of the yacht; (2) that the yacht is sea-going; (3) that it is not to be used for trading purposes. He will also be required to fill up the form of application (Form Exn. 2), and pay the fee of Rs. 30 at the Port Office, as prescribed in rule 5.

In all other respects, except that the candidate will not be required to produce a "First Aid" certificate, the regulations relating to examinations of Masters of foreign-going ships will apply in these cases.

**61. Yacht Master: Navigation.**—The examination in navigation for a Yacht Master's certificate will be precisely the same as that prescribed for an Ordinary Master's certificate, except that in the civil duties of a shipmaster the Master of a yacht will only be expected to possess a knowledge of what he is required to do by the Merchant Shipping Act.

**62. Yacht Master: Seamanship.**—He must give satisfactory answers as to his knowledge of making and taking in sail, and as to the management of a yacht under canvas in moderate and in stormy weather. He must have a thorough knowledge of the Rule of the Road at sea as regards both steamers and sailing vessels, their regulation, lights and fog and sound signals, and be able to describe the signals of distress, and the signals to be made by ships wanting a pilot, and the liabilities and penalties incurred by the misuse of these signals. He must also understand the use and management of the rocket apparatus in the event of his vessel being stranded. He must be able to mark and use the lead and log lines; to cast a vessel on a lee shore; to moor and unmoor a ship; to keep a clear anchor, and to carry out an anchor. He must know how to keep his vessel out of the trough of the sea in the event of accident; how to rig rafts and jury rudders, etc.; and what steps to take if his vessel is disabled or unmanageable and drifting towards a lee shore. He will also be examined as to his resources for the preservation of the crew in the event of wreck. He must also possess a knowledge of the measures he should adopt for preventing and checking an outbreak of scurvy on board; and be prepared to answer any other questions relating to the management of a yacht, either steam or sailing, which the Examiner may ask.

**63. Provisional Certificates.**—Provisional certificates for foreign-going ships or for foreign-going steamships, according to the candidate's qualifications, are granted on the conditions stated below to any officer of the Mercantile Marine who may require such a certificate to qualify him for appointment to or promotion in the Royal Naval Reserve. These certificates are only issued for Royal Naval Reserve purposes, and do not authorise the holders to go to sea as First Mate or Masters.

Candidates for these certificates must apply to the Port Officer, Calcutta, fill up the form of application (Exn. 2) and pay the usual fee. They must produce their First or Second Mate's certificates of competency, and an authority from the Local Government before they can be examined. This authority should be obtained through the Port Officer.



**64. Provisional Certificates, First Mate.**—Provisional certificates as First Mate are granted to candidates who can prove that they have served five years at sea and that during one year of this period they have served in a capacity not lower than Fourth Mate while holding a Second Mate's certificate. They must pass the usual examination for First Mate and pay the usual fee. The provisional certificate is exchangeable for the full certificate as First Mate, without further payment or examination, on production to the Port Officer of satisfactory proofs that the holder has served at sea not less than 12 months in a foreign-going vessel in a capacity not lower than Fourth Mate, and that during the whole of that period he has been in regular charge of a watch and in possession of a certificate of competency as Second Mate.

**65. Provisional Certificates, Master.**—Provisional certificates as Master are granted to candidates who can prove not less than six and a half years' service at sea, and who pass the usual examination for Master and pay the usual fee. Of this service two and a half years must have been served in a capacity not lower than Fourth Mate of an ocean-going steamship, during the last 12 months of which the candidate must have been in possession of a full certificate as First Mate. These certificates will be exchanged for the full certificate as Master without further payment or examination, on production to the Port Officer of satisfactory proofs that the holder has served at sea either (a) not less than two and a half years in a foreign-going vessel in charge of a watch in a capacity not lower than Fourth Mate, and that during 12 months of this period he has served as Second Mate while in possession of a full certificate of competency as First Mate, or (b) not less than three and a half years in a foreign-going vessels in charge of a watch in a capacity not lower than Fourth Mate, and that during two years of this period he has served in a capacity not lower than Third Mate whilst in possession of a full Certificate of competency as First Mate.

**66. Voluntary Examination in Compass Deviation.**—Any person holding a certificate of any grade in the foreign or home trade or as Master of his own pleasure yacht, who wishes to pass a voluntary examination in compass deviation, can at any time be examined upon filling up the usual form of application, and paying to the Port Officer the fee of Rs. 15. If the candidate passes the examination a note to that effect will be made upon his certificate.

**67. Voluntary Examination in signalling.**—The examination in Signalling as prescribed for candidates for the Extra Master's certificate is open as a voluntary examination to all persons holding, or who have passed for, or who are candidates for, a certificate of competency of any grade.

If the candidate passes, the fact with the date and place of passing will be recorded upon his certificate of competency.

Candidates may be examined at any port where Ordinary examinations are held upon filling up the form of application (Exn. 2) and paying the fee of Rs. 15. (See Appendix D.)

No fee, however, will be charged for this examination if it is taken at the same time as that at which a candidate is examined for any certificate of competency.

**68. Voluntary Examination in Steam.**—These examinations are provided for the purpose of giving Masters and Mates who are possessed of certificates of competency an opportunity of undergoing a voluntary examination as to their practical knowledge of the use and working of the steam-engine. They are conducted under the superintendence of the Port Officer at such times as he may appoint for the purpose.

The examination is open to any person who holds a Certificate of any grade in the foreign or home trade or as Master of his own pleasure yacht. Full particulars of the examination are given in Appendix H.

**69. Examination in Steam: how to apply.**—Candidates should fill up the form of application (Form Exn. 2) at the Port Office, pay the fee of Rs. 15 and deposit their certificates and testimonials with the Port Officer, who will inform them when and where to attend to be examined. The usual testimonials for sobriety and good conduct for at least the last 18 months preceding the date of application to be examined must be produced.

**70. Examination in Steam: endorsement of certificate.**—If the candidate passes, form Exn. 15, together with a written report of the examination, should be sent to the Port Officer and the candidate's certificate, together with the form Exn. 2, will be sent to the Local Government; the words "Certified to have passed in Steam," with the date and place of examination, will then be entered on the certificate and its duplicate, and the certificate will be sent to the Superintendent of the Mercantile Marine Office at the port named in the form Exn. 2, and will be delivered to the candidate in the usual manner.

The endorsement of a Master's or Mate's Certificate for "Steam" does not, however, imply that he is qualified to perform the duties of an Engineer.

**71. Examination in Steam: failure.**—If the candidate fails to pass his Certificate will be returned to him at once, but he may not present himself for re-examination until the expiration of three months from the date of failure.

**72. Certificates of Service.**—A person who has attained the rank of lieutenant in His Majesty's Navy or in His Majesty's Royal Indian Marine Service, is entitled to apply

for a certificate of service as Master of a foreign-going ship without examination. This certificate will not entitle the holder to go to sea as Master or Mate of a home-trade ship.

Certificate of service will be issued by the Board of Trade only. Applications for certificates of service of the Royal Indian Marine must be made on a printed form, Exn. 18, which will be supplied free of charge on application to the Director of the Royal Indian Marine.

Applicants on duty in India should submit their claims to the Director for transmission to the Government of India and the India Office. Officers on leave in England should submit their claims to the India Office on the printed form which may be obtained from that office.

Applications for certificates of service by officers of the Royal Navy on the active list must be made through their commanding officers, and applications from officers of the Royal Navy on half-pay must be made to the Secretary of the Admiralty, who in either case will forward the application to the Board of Trade.

**73. Ambulance Certificates and Government Awards.**—An officer in the Mercantile Marine who holds a certificate of proficiency in First Aid to the Injured from the St. John's or St. Andrew's Ambulance Association or some equivalent certificate, can have the fact endorsed on his certificate of competency provided the latter was issued before April 1st, 1908, if the two certificates are forwarded to the President of the Board of Examiners.

Recipients of Government awards can also have the fact stamped on their certificates of competency, if they submit evidence of the award together with their certificate in a similar manner.

### CHAPTER III.

#### RULES FOR ESTIMATING SEA SERVICE.

**74. Sea service.**—In these Regulations sea service is reckoned from the commencement to the termination of the voyage. The certificates of discharge for service in the foreign trade will generally be accepted as proof of sea service, but certificates of discharge for service in the home or coasting trade must always be sent to the Port Officer for verification. Port Officer and Examiners will be careful to see that these discharges have not been in any way tampered with, and will report any suspicions case to the Local Government.

For all certificates of competency as Master or Mate in the Mercantile Marine, the qualifying service usually required is service performed in ordinary trading vessels. While the Regulations provide for the acceptance in part of certain kinds of non-trading service (*e.g.*, that performed in fishing-boats, yachts, pilot vessels, etc.), non-trading service not specially provided for in the Regulations cannot be accepted as qualifying service unless it has been submitted to the Local Government and their sanction obtained.

**75. Sea service for foreign-going certificates.**—For foreign-going certificates the term "sea service" means, unless otherwise stated, service performed in foreign-going vessels.

**76. Officers' service: Home Trade.**—Service in a lower grade than First or Only Mate in the home or coasting trade will not be recognized as officers' service towards qualifying a candidate for examination for a foreign-going certificate.

**77. Service under the Admiralty.**—All service afloat in His Majesty's ships or in auxiliary supply ships or any other ships in attendance on the Fleet between August 4th 1914 and December 31st 1920 inclusive, will be accepted in full (subject to the ordinary conditions as laid down in these Regulations) as qualifying sea service for either Home Trade or Foreign-going certificate.

The Local Government cannot undertake to accept the whole or any definite proportion of service in the Royal Naval Reserve, which is not qualifying service in accordance with these Regulations, but they will be prepared to consider sympathetically an application for examination from a candidate who has been prevented by his service in the Royal Naval Reserve between August 4th 1914 and December 31st 1920 inclusive from complying fully with the requirements.

**78. Service in the Army.**—The Local Government is anxious that, so far as is reasonably possible, seamen or apprentices who served in the Army between August 4th 1914 and December 31st 1920 inclusive should not be hindered in their ordinary profession; and they are prepared to consider sympathetically any application to be examined by a candidate who has been prevented from complying fully with the Regulations owing to his service in the Army.

**79. Officers and seamen interned abroad.**—A portion of the time spent by officer and seamen interned abroad between August 4th 1914 and December 31st 1920 inclusive, will be accepted in lieu of a portion of the Qualifying sea service required to qualify them for examination for a certificate of competency. The amount of such time so allowed will be decided by the Port Officer.

**80. Service in Home Trade.**—For Home-Trade Passenger ship certificates service in the home or coasting trade is regarded as equivalent to service in the foreign trade; but for Foreign-going certificates it is regarded as only equivalent to two-thirds of the time served in the foreign trade, except in the case of Indian coasting voyages extending beyond a distance of 500 miles from the port of departure in vessels commanded by Masters holding foreign-going certificates, when such service will count as foreign voyages, and will be reckoned as full time; but the time spent in the port of departure or home port will not be allowed to count. In all cases the length of service is deemed to commence on the date of sailing from the port of departure or home port and to end on the date of arrival at the home port. Such service must be vouched for in the form laid down in Appendix M.

**81. Certificate, meaning of.**—By the word "certificate" is meant a certificate of competency granted by the Board of Trade under the Merchant Shipping Acts, or by the Government of British self-governing Dominion, Colony, or Possession, under an Order in Council issued in pursuance of the Merchant Shipping Acts.

A list of the Colonial certificates referred to will be found in Appendix L. They are of the same force as the corresponding certificates granted by the Board of Trade.

**82. Colonial local certificates.**—The holder of a Colonial certificate for foreign-going ships not granted under the Merchant Shipping Acts who desires to be examined for an Imperial certificate of the same grade, must prove that he has performed the amount of service required by these Regulations to entitle him to hold such a certificate. He must also produce satisfactory testimonials as to character for at least the last 12 months of sea service preceding his application to be examined.

**83. Foreign-going certificates.**—Where a foreign-going certificate is required in order to qualify a candidate for examination, the certificate may be either an Ordinary certificate, or a certificate for fore-and-aft rigged vessels, or a certificate for foreign-going steamships.

**84. Pilot defined.**—The term "pilot" in these Regulations (*see* rules 34 and 57) means a pilot who is employed in general pilotage, and holds a first class pilot's certificate from some competent authority authorising him to pilot vessels outside harbour and partially smooth water limits. A Hooghly Master pilot is for the purpose of this rule to be considered as a first class pilot.

**85. Officer's service.**—Officer's service to be recognised as qualifying for purposes of examination must be performed with the requisite certificate as specified in appendix J. The officer's service performed by men who have been duly promoted during the course of a voyage (*see* rule 89) who, in consequence of serving in vessels plying between ports abroad, have been unable to obtain the necessary certificates, may, however, be recognised, provided that it is in other respects satisfactory.

**86. Foreign officers.**—Foreign officers who wish to apply for a British certificate of competency must in all cases have performed their qualifying officer's service with the requisite British certificate and must comply with rule 3. The service may have been performed in foreign vessels if the candidate can produce satisfactory testimonials as to conduct and character, and is able to prove that the service has been in the required capacities, and that during the period of service he has held a British certificate of competency of the grade required by the Regulations (*see* rule 90).

**87. In charge of a watch.**—When service in charge of a watch in either the foreign or home trade is specified in the regulations, candidates for certificates of competency as First Mate must be able to prove that during eight months at least of their service they have kept full regular watch *during the whole voyage, i.e., from port to port*, which, if in the foreign trade, must amount to not less than 8 hours of each 24 hours' service. Where a candidate can prove eight months of such full service, service performed in cases where watches were doubled at any time during the voyage will be accepted as equivalent to half the same period of full watch-keeping service. No amount of occasional service will, by itself, be accepted as qualifying service. Candidates for certificates of competency as Master will be required to have served during the whole of the time specified by the Regulations, in full charge of a watch, and no service performed under the system of double watches, except as the senior officer, will be accepted as qualifying service for a certificate of this grade. Great care must be exercised by the Examiners and others in regard to such service and unless the candidate produces a clear and satisfactory testimonial specially setting forth the above facts, from the Master or owner of the vessel in which the service was performed, it must not be accepted.

**88. Additional mates.**—Service as additional or auxiliary First or Second mates in large foreign going vessels, when in both cases Third and Fourth Mates are also carried, will count as First Mate's or Second Mate's service, as the case may be, provided that the candidate was entered on the articles in one of these capacities, and that he produces the necessary certificate (*see* rule 87) showing that he was in charge of a watch or watches during the whole time claimed. (*See also* rule 9).

89. **Promotion during voyage.**—Whenever a man has, from any cause, been regularly promoted on the occurrence of a vacancy in the course of the voyage from the rank in which he first shipped, and such promotion, with the ground on which it has been made, is properly entered in the articles and in the Official Log Book, he will receive credit for his service in the higher grade for the period subsequent to his promotion.

90. **Evidence as to Service in foreign vessels.**—The testimonials of service of foreigners and of British officers and seamen serving in foreign vessels, which cannot be verified by the Port Officer, must be confirmed either by the Consul of the country to which the ship in which the candidate served belonged or by some other recognised official authority of that country, or by the testimony of some credible person on the spot having personal knowledge of the facts required to be established. The production, however, of such proofs will not of necessity be deemed sufficient. Each case will be decided on its own merits, and if the sufficiency of the proofs given appears to be at all doubtful, it must be referred to the Government for decision.

91. **Auxiliary screw ships.**—Service in vessels with auxiliary steam or motor power which use their propelling machinery only in calms or during light winds, is considered as service performed in sailing vessels.

92. **Excursion steamers.**—In the case of excursion steamers only such service as can be proved to have been performed at sea will be accepted.

93. **Service as carpenter, sailmaker, cook, steward, etc.**—Candidates whose service has been performed in capacities other than apprentice, midshipman, cadet, ordinary seaman or able seaman—*e.g.*, men who have served as carpenter, or sailmaker, or as cook in small vessels where cooking is only a part of a man's duty—will be required to satisfy the Port Officer that they have during the whole time claimed performed deck duties in addition to their own particular work, and that they have a good knowledge of seamanship. These facts may possibly be proved by the production of satisfactory certificates from the Masters with whom the candidate has served; but such service will only be accepted as equivalent to two-thirds of the time served as ordinary deck hand. Failing satisfactory evidence, the applicant will be required to perform additional service in the capacity of seaman. Service as cook (under other conditions than the above), or as steward, purser, or wireless operator will not be accepted.

94. **Service as wireless operator.**—If a candidate has been engaged on articles of agreement as seaman or in any seamen rating and has served both as a seaman and as a wireless operator two-thirds of such service may be counted as qualifying service.

If a candidate has been engaged on articles of agreement as a wireless operator and has served as such, one quarter of the service up to a maximum of twelve months may be counted as qualifying service.

95. **Service in fishing or pilot vessels.**—Service performed exclusively in trawlers and other deep sea-fishing vessels, or in pilot vessels, will not qualify a candidate for examination. He must in addition prove the following service:—

- (a) For a Foreign-going certificate, service for at least 18 months in an ordinary trading vessel in the foreign trade, or the equivalent period, 27 months, in the home or coasting trade.
- (b) For a Home-Trade Passenger Ship certificate, service for at least twelve months in an ordinary trading vessel in the foreign, home, or coasting trade.

96. **Service in yachts.**—Service in pleasure yachts will be accepted as qualifying service under the following conditions:—

- (a) It must in all cases be verified by satisfactory proofs, which must set forth clearly and in detail the nature and duration of the service claimed; and it must be distinctly understood that only actual sea service will be accepted, and that service in harbour or port is inadmissible.
- (b) Service in foreign-going yachts will be accepted in full; and service performed within Home-Trade limits in sailing yachts of not less than 50 tons net register or in steam yachts of not less than 80 tons gross register will be accepted in the proportion stated in rule 80; but candidates must also show (1) for a Foreign-going certificate, service for at least 18 months in an ordinary trading vessel in the foreign trade, or for the equivalent period, 27 months, in an ordinary trading vessel in the home or coasting trade; (2) for a Home-Trade Passenger ship certificate, service for at least 12 months in an ordinary trading vessel in the foreign, home, or coasting trade.
- (c) Service within Home-Trade limits in sailing yachts of 20 tons net register, or in steam yachts of 40 tons gross register, will be accepted towards qualifying a candidate for a foreign-going certificate as equivalent to half the same time served in the foreign trade, but no amount of such service shall count as more than two years' service in the foreign trade, and no such service shall count as officers' service to qualify candidates for foreign-going certificates.
- (d) Service within Home-trade limits in sailing yachts of not less than 20 tons net register, or in steam yacht of not less than 40 tons gross register, will be



accepted at the ordinary rate as qualifying service for Home-Trade Passenger Ship certificates, but candidates must prove that they have in addition served for at least 12 months in an ordinary trading vessel in the foreign, home, or coasting trade.

- (e) Service within Home-Trade limits in sailing yachts of less than 20 tons net register, or in steam yachts of less than 40 tons gross register, will not be accepted as qualifying service for any class of certificate.

**97. Service in tugs, War Department vessels, etc.**—Service performed in tugs employed in Channel service or outside partially smooth water limits may be accepted as sea service for the purpose of qualifying a candidate for a Mate's or Master's certificate for Home-Trade Passenger Ships only.

Service performed in War Department vessels employed outside partially smooth water limits may be accepted as sea service to qualify a candidate for a Mate's or Master's certificate for home-trade passenger ships only. This service cannot be accepted towards qualifying a candidate for a Foreign-going certificate, unless there should be some very exceptional circumstances, when the case, together with all the candidate's papers, should be submitted to the Port Officer for his consideration.

**98. Service in dredgers.**—Service in steam hopper barges may, subject to the provisions of rule 100, be allowed to count towards qualifying a candidate for a Mate's certificate of competency for home-trade passenger ships provided the candidate can prove at least two years' service in an ordinary trading vessel in either the home, coasting, or foreign trade. Service in these steam hoppers will not be accepted as officer's service towards qualifying a candidate for a Master's certificate.

**99. Service in lightships or engine-room.**—Service in lightships or in an engine-room will not be accepted as sea service.

**100. Service on rivers.**—Service performed on rivers, no matter of what size, and service performed within smooth or partially smooth water limits will not be accepted.

Where any doubt whatever exists on this point, the candidate will be required to produce a certificate from the Master or owner of the vessel in which the service was performed, before the service can be accepted.

**101. Training ships.**—Time served on board a training ship will be allowed to count as equivalent to one-half the same time spent in service at sea, up to a limit of two years (i.e., no length of service will be allowed to count as more than one year at sea), provided that the candidate can produce a certificate from the Committee or Captain Superintendent that he has conducted himself creditably and passed a good examination in seamanship so far as it is practised in the training ship, as well as in other matters down to the time of his leaving the ship. Training ship service will not be regarded as equivalent to service in square-rigged vessels.

**102. School for nautical training.**—Time spent at a school for Nautical Training conducted on premises ashore may be allowed to count in some proportion, not exceeding one-half, as service at sea provided that—

- (a) the school is in receipt of a grant from the Board of Education under the Regulations for Schools of Nautical Training;
- (b) after an inspection by one of their officers the Board of Trade are satisfied that the school gives a training that justifies time spent there being reckoned as part of the necessary qualifying time for a certificate of competency;
- (c) the candidate produces a satisfactory certificate as regards conduct and proficiency from the authorities of the school on leaving it.

The proportion in which time spent at a school conducted on premises ashore will be accepted as qualifying under the above provisions will be decided after inspection by one of the Board's officers, but time spent at the school will never be counted as equivalent to more than one-half of the same time spent at sea, nor will it in any circumstances be taken as equivalent to more than one year at sea.

**103. Apprentices.**—The whole of the time claimed under indentures of apprenticeship will be accepted as actual sea service to qualify under rule 30 for a second Mate's certificate provided (a) that the indentures have not been cancelled through some fault of the candidate, but are endorsed by the owner or Master to whom he was bound to the effect that he has performed his service faithfully during the time he remained as apprentice; and (b) that the candidate has served at sea four-fifths of the time claimed, that is to say, has not spent more than one-fifth of the time in home ports.

In cases where an apprentice is qualified for examination before the expiration of his indentures, e.g., where he has had training ship or other sea service prior to being bound, which, together with his actual time as apprentice, makes up the required four-years, or where his indentures are for a period of more than four years, a letter from the owner or Master will be accepted in place of the endorsement referred to above.

In the event of the candidate being short of the required four-fifths of the time claimed as apprentice out of the United Kingdom, he will be required to show sufficient

additional sea service, either as seaman or junior officer, to make up the four-fifths of the time claimed.

104. **Midshipmen and cadets.**—The whole of the time served as midshipman or cadet under indentures will also be accepted subject to the same conditions as those laid down for apprentices; and the same will be the case even when not bound by indentures, provided that the service as midshipman or cadet has been continuous, and that on the date of the termination of the period of service claimed in this capacity the candidate was on articles of agreement, and that he is able to comply with the requirements laid down in the matter of serving or making up the four-fifths period at sea during the time claimed.

105. **Lighthouse tenders.**—Service performed in the sea-going steam vessels of the Trinity House, of the Commissioners of Northern Lighthouses, or of the Commissioners of Irish Lights, or in Irish and Scotch Fishery Cruisers, will be accepted as sea service for the purpose of qualifying a candidate for examination for a home-trade passenger ship certificate; but for a foreign-going certificate a candidate must show in addition to this service calculated in accordance with rule 80 at least twelve months in an ordinary trading vessel. In order to qualify a candidate for an ordinary certificate, this twelve months must have been performed in a square-rigged sailing vessel. (See rule 28.)

106. **Service in Royal Navy.**—Officers of the Royal Navy are at liberty to apply for certificates of service and to be examined for certificates of competency in the Mercantile Marine, but the Lords Commissioners of the Admiralty have directed that the applications of officers on the active list should be made through their commanding officers, and that the applications of officers on half-pay should be made to the Secretary of the Admiralty, who, in either case, will forward the application to the Board of Trade. In the case of Royal Indian Marine officers, applications for certificates of service should be made on a printed form Exn. 18, which will be supplied free of charge on application to the Director of the Royal Indian Marine. Applicants on duty in India should submit their claims to the Director for transmission to the Government of India and the India Office. Officers on leave in England should submit their claims to the India Office on the printed form which may be obtained from that office.

The conditions on which certificates of service are issued are stated in rule 72.

107. **Qualifications required of Naval and Indian Marine Officers.**—Officers of the Royal Navy or of the Royal Indian Marine who wish to be examined for certificates of competency in the Mercantile Marine will be required to prove the following service; and if an officer wishes to obtain the ordinary certificate for foreign-going ships he must prove that at least twelve months of this required period was served under sail alone:—

- (a) For second Mate. The officer must prove four years' service at sea.
- (b) For only Mate. Five years' service at sea.
- (c) For First Mate or Master. The officer must prove that he has attained the rank of lieutenant in the Royal Navy, or in the Royal Indian Marine.

108. **Service in Royal Naval Reserve.**—Lieutenants, sub-lieutenants, and acting sub-lieutenants of the Royal Naval Reserve who perform sea service on board His Majesty's ships, will, if accompanied by a good report, be allowed to count such service as if it had been performed in foreign-going merchants ships, and the service will rank according to the certificate of competency held by the candidate at the time.

The time spent in Periodical Training in the Royal Naval Reserve on board sea-going vessels of the Royal Navy, if accompanied by a good report, will be accepted in full, but in the case of midshipmen, will not count as officer's service. In the case of service in Harbour ships of the Royal or Colonial Navies, only one-half of the time will be accepted as sea service, and no such service must amount to more than one-fourth of the time required for the particular grade of certificate applied for.

#### CHAPTER IV.

##### CONDUCT OF THE EXAMINATION.

109. The examinations will begin at 10 A.M. on each day. A regular luncheon interval will be given each day between 1 P.M. and 2 P.M., the *viva voce* and practical parts of the examination being taken at such times as may be convenient. The time allotted for each written part of the examination for each grade of certificate will be as follows:—

**SECOND MATE.**—Paper on Navigation and Nautical Astronomy, 3 hours; Nautical Astronomy and Trigonometry, 2 hours; Chart work, 3 hours; Essay 1 hour.

**FIRST OR ONLY MATE.**—Paper on Navigation and Nautical Astronomy, 3 hours; Nautical Astronomy and Trigonometry, 2 hours; Chart work, 3 hours; Sumner problem, 2 hours; Meteorology paper, 1½ hours.

**MASTER.**—Paper on Navigation and Nautical Astronomy, 3 hours; Nautical Astronomy and Trigonometry, 2 hours; Chart work, 3 hours; Meteorology paper, 1½ hours; Compass Deviation, ½ hours; Naval Architecture, 1½ hours; Essay, 2 hours.

**HOME TRADE MATE.**—Arithmetic paper, 2 hours ; Chart work, 3 hours.

**HOME TRADE MASTER.**—Arithmetic paper, 2 hours ; Chart work, 3 hours ; Nautical Astronomy and Deviation questions, 3 hours.

**110. Candidates to be punctual.**—Candidates are required to appear at the examination room punctually at the time appointed.

**111. Loose paper and books removed.**—Before commencing the examination the tables or desks must be cleared of all scraps of paper or books that are not used in the examination.

**112. No strangers admitted.**—No person will be allowed in the room during the examination other than those whose duties require them to be present.

No instructors will be allowed on the premises.

**113. Books and papers strictly forbidden.**—Candidates are prohibited from bringing into the examination room books or papers of any kind whatever. The slightest infringement of this rule will subject the offender to all the penalties of a failure, and he will not be allowed to present himself for re-examination for a period of three months.

**114. All work to be shown.**—No candidate will be allowed to work out his problems on waste paper, or to write on the blotting paper supplied for his use in the examination. Violation of this rule will subject the candidate to all the penalties of a failure.

A sheet of blotting paper should be issued to each candidate with the first examination paper, and it must be returned to the examiner when the last paper is completed each day. The Examiner will be careful to see that the blotting paper has not been used by the candidate in solving his problems, or for conveying information to other candidates.

**115. Instruments, Books, etc., are provided.**—All instruments, books, etc., necessary for use in the examinations are supplied by the Local Government.

**116. Leaving room or building.**—No candidate may leave the examination room without permission and without giving up the paper on which he is engaged. Under no circumstances will a candidate be allowed to leave the building while the examination is proceeding. Violation of this rule will subject the candidate to all the penalties of a failure.

**117. Copying, etc., to be prevented.**—Candidates should be so placed as to prevent one copying from the other, and no communication whatever between the candidates should be allowed.

**118. Penalty for Copying, etc.**—In the event of any candidate being discovered referring to any book or paper, or copying from another, or affording any assistance or giving any information to another, or communicating in any way with another, during the time of examination, or copying any part of the problems for the purpose of taking them out of the examination rooms he will subject himself to all the penalties of a failure and will not be allowed to be examined for a period of six months.

A candidate guilty of a second offence will not be allowed to be examined until 12 months have elapsed.

**119. Injury to books, instrument, etc.**—If a candidate defaces, blots, writes in, or otherwise injures any book or form belonging to the Local Government, the papers will be retained until he has replaced the damaged book or document. He will not be allowed to remove the damaged book or document or instruments and will be subjected to all the penalties of a failure.

**120. Silence.**—Perfect silence is to be preserved in the examination room.

**121. Penalty for breach of rules.**—Any candidate violating any of the regulations, or being guilty of insolence to the Examiner, or of disorderly or improper conduct in or about the room, will render himself liable to the postponement of his examination, or, if he has passed, to the detention of his certificate for such period as the Local Government may direct.

**122. Examination papers: how to be dealt with.**—The examination papers of candidates must in all cases be sent to the Port officer for his approval, together with the report of the examination on the forms Exn. 14 and Exn. 34.

**123. Examination in Navigation.**—The whole of the written portion of the examination will be taken on the marks system. The candidate will be furnished with sheets of the blank ruled paper (Exn. 30) which is supplied for the purpose, with instructions that he is to work or write only on one side of the paper, and to answer in a clear and legible hand each of the questions on the paper, and to commence each answer by writing down the number of the question to which it relates in the margin. Marks will be allotted for each question, and candidates will be required to obtain 75 per cent. of the total marks in order to pass for an Ordinary Certificate. Papers will not be handed back to candidates for correction.

**124. Compass Deviation.**—In answering questions on the tentative method of compass adjustment, the candidate will be tested by Beall's Compass Deviascope.

125. **Barometer, tides, &c.**—The examination on the barometer, thermometer, and hydrometer, prevailing winds and currents of the globe, trade, routes, and tides, will be conducted orally, and the questions asked by the examiner, which will be constantly varied, will be confined to and based on the information given in the text-books mentioned in Appendix K; candidates will be required to have a fair and intelligent knowledge of the contents of those books.

126. **Sextant.**—Particular attention should be paid to the sextant, the examination in which will be conducted orally and practically. Every candidate will be required to measure both vertical and horizontal angles, and will be examined practically as to his knowledge of the adjustments and the use of the various screws; he must be able to read correctly on and off the arc, and must also be able to find the index error both by the horizon and by the sun.

127. **Corrections by tables.**—The corrections by inspection of tables given in some of the works on navigation will not be allowed; every correction must appear on the papers of the candidates.

128. **Degree of precision required.**—Degree of precision required in the solution of the problems:—

- (a) Candidates are expected to work their problems to the nearest half-minute of arc and to the nearest second in time.
- (b) In interpolating for the correct deviation to be applied in solving the chart questions, it will usually be sufficient if the candidate works throughout with the nearest degree of deviation taken from the deviation card; and even in cases where the deviations may vary but little, the nearest half degree used throughout will be sufficiently precise. It is not necessary that the candidate should waste his time in solving the course to odd minutes, as is sometimes done.
- (c) In calculating the correction to apply to soundings the candidate is not required to work to the exact inch, as is sometimes done. It will be sufficient if he brings his answer within half a foot or so of a precise result.

129. **Candidates may use own method.**—Candidates will be allowed to work out the various problems according to any method they have been accustomed to use, provided such methods correct in principle.

130. **Supplementary viva voce.**—Candidates will be examined orally as to their knowledge of all their written and worked papers.

131. **No candidate to be examined twice in a week.**—A candidate will not be allowed to undergo examination twice in the same week, unless, under very special and urgent circumstances, the Examiner should see fit to relax this rule. In that case a special set of problems should be supplied to the candidate.

## APPENDIX A.

EXAMINATION DAYS;  
Places.MASTERS' AND MATES' CERTIFICATES  
For Masters and Mates.

Aberdeen	...	...	...	...	2nd and 4th Tuesday in each month.
Belfast	...	...	...	...	1st and 3rd Tuesday in each month.
Cardiff	...	...	...	...	1st and 3rd Tuesday in each month.
Dublin	...	...	...	...	2nd and 4th Tuesday in each month.
Dundee	...	...	...	...	1st, 3rd and 5th Tuesday in each month.
Glasgow	...	...	...	...	1st, 3rd and 5th Tuesday in each month.
Greenock	...	...	...	...	2nd and 4th Tuesday in each month.
Hartlepool, West	...	...	...	...	4th Tuesday in each month.
Hull	...	...	...	...	2nd and 4th Tuesday in each month.
Leith	...	...	...	...	2nd and 4th Tuesday in each month.
Liverpool	...	...	...	...	Monday in each week.
London	...	...	...	...	Monday in each week. Examination in steam held on Friday in each week.
Newport Mon.	...	...	...	...	2nd Tuesday in each month.
Plymouth	...	...	...	...	2nd and 4th Tuesday in each month.
Shields, South	...	...	...	...	1st and 3rd Tuesday in each month.
Sunderland	...	...	...	...	2nd and 5th Tuesday in each month.
Swansea	...	...	...	...	4th Tuesday in each month.
Calcutta	...	...	...	...	1st Monday in January, April, July and October and 2nd Monday in February, May, August and November.
Chittagong	...	...	...	...	To be fixed by the local Government.

N.B.—The Examination days and the ports at which examinations are held are liable to be changed, and candidates are advised to ascertain the actual date of examination from the Superintendent of the Mercantile Marine Office, or the local Examiner of Masters and Mates.



## APPENDIX B.

(See Rule 27.)

## PORTS WHERE EXAMINATIONS IN THE SIGHT TESTS ARE HELD.

The Sight Tests can only be conducted in a good light, and it will often be impossible for candidates to have their sight tested later than two o'clock in the afternoon in the winter months (September to March inclusive), or even earlier on dull or foggy days. Where definite hours are mentioned in the following list of ports candidates can only be tested within those hours; at all ports candidates should attend as early in the morning as practicable:—

Aberdeen.—Monday before the 2nd and 4th Tuesday in each month.  
 Belfast.—Monday before the 1st and 3rd Tuesday in each month.  
 Bristol.—Monday before the 1st and 3rd Tuesday in each month.  
 Cardiff.—Any Monday between 10 A.M. and 11 A.M.  
 Dublin.—Monday before the 2nd and 4th Tuesday in each month.  
 Dundee.—Monday before the 1st, 3rd and 5th Tuesday in each month.  
 Glasgow.—Any day between 10 A.M. and noon.  
 Greenock.—Monday before the 2nd and 4th Tuesday in each month, between 10 A.M. and noon.  
 Grimsby.—Monday before the 1st and 3rd Tuesday in each month.  
 Hartlepool (West).—Monday before the 4th Tuesday in each month.  
 Hull.—Any day.  
 Leith.—Monday before the 2nd and 4th Tuesday in each month.  
 Liverpool.—Every Thursday, Friday and Saturday.  
 London (Dock Street, E.).—Every Friday and Saturday.  
 London (133, E. India, Dock Road, Poplar, E. 14).—Any day between 10 A.M. and noon.  
 London (Tilbury, Essex).—Every Thursday and Friday between 10 A.M. and noon.  
 London (Victoria Docks, E. 16).—Any day.  
 Manchester (Salford).—Any day.  
 Newport.—Any Monday at 10 A.M.  
 Plymouth.—Monday before the 2nd and 4th Tuesday in each month.  
 Southampton.—Every Monday and other days by special arrangement.  
 South Shields.—Monday before the 1st and 3rd Tuesday in each month.  
 Sunderland.—Monday before the 2nd and 5th Tuesday in each month.  
 Swansea.—Any Monday at 10 A.M.  
 Calcutta.—Any day.  
 Chittagong.—

## APPENDIX C.

(See Rule 26.)

## REPRESENTATIVES OF ST. JOHN'S AMBULANCE ASSOCIATION.

*England.*

Bristol.—A. St. J. Burroughs, Esq., 23, Bristol Street, Bristol.  
 Gravesend.—The Secretary, Technical Institute, Gravesend.  
 Grimsby.—A. H. Ely, Esq., Holme Hill School, Bristol.  
 Hull.—F. J. Vaughan, Esq., 194-196, Anlaby Road, Hull.  
 Liverpool.—J. Roberts, Esq., 6, Wellington Buildings, N., South Castle Street, Liverpool.  
 Mersey Mission to Seamen.—Honover Street, Liverpool.  
 London.—J. Hobden, Esq., O.B.E., British and Foreign Sailors' Society, 680, Commercial Road  
 London, E., Manager: Broughton Nautical School, 49, Watling Street, London, E. C.,  
 St. John's Ambulance Association, St. John's Gate, London, E. C.  
 Manchester.—F. Hargreaves, Esq., 55, Cross Street, Manchester.  
 Middlesbrough.—G. Richardson, Esq., 86, Lothian Road, Middlesbrough.  
 New castle-on-Tyne.—T. D. Fenwick, Esq., 2, Osborne Terrace, Newcastle-on-Tyne.  
 Plymouth.—Plymouth Education Authority, Navigation School, Gascoigne Place, Plymouth.  
 Portsmouth.—R. Parker, Esq., 18, Edmond Grove, Southsea.  
 Ramsgate.—D. C. Hogwood, Esq., 6, Queen Street, Ramsgate.  
 N. Shields.—E. P. Martin, Esq., 8, New Quay, North Shields.  
 S. Shields.—J. Page, Esq., 67, King Street, South Shields.  
 Southampton.—Dr. C. H. Powers, West End, Southampton, Dr. Parry, 34, Howard Road,  
 Southampton.  
 Sunderland.—J. Summeragill, Esq., 19, Green Street, Sunderland.  
 West Hartlepool.—W. Nightingale Hall, Esq., Maltby House, St. Paul's Road, West Hartlepool.  
 Yarmouth.—Principal Science School, South Quay, Great Yarmouth.

*Wales (including Monmouth).*

H. D. W. Lewis, Esq., Priory House, Cathedral Road, Cardiff.

*Ireland.*

Belfast.—Dr. R. W. Leslie, St. Helena, Strandtown, Belfast.  
 Cork.—Dr. E. W. Allsom, 12, St. Patrick's Place, Cork; Superintendent, Mercantile Marine Office,  
 Cork.  
 Dublin.—Dr. Oulton, 41, St. Stephen's Green, Dublin; T. G. McGrath, Esq., 130, North Strand  
 Road, Dublin.

• REPRESENTATIVES OF ST. ANDREW'S AMBULANCE ASSOCIATION.

*Scotland.*

Aberdeen.—J. D. Munro, Esq., Secretary, Local Committee, St. Andrew's Ambulance Association, 201, Union Street, Aberdeen.  
 Dundee.—Captain J. S. Lumsden, Dundee Technical College, and School of Art, Bell Street, Dundee.  
 Glasgow.—Wellwood R. Ferguson, Esq., W.S., General Secretary, St. Andrew's Ambulance Association, 176, West Regent Street, Glasgow.  
 Greenock.—R. A. Clapperton Stewart, Esq., Secretary, Local Committee, St. Andrew's Ambulance Association, 2, Church Place, Greenock.  
 Leith.—Alex. Morrison, Esq., C. A., Secretary, Executive Committee, St. Andrew's Ambulance Association, 24, St. Andrew's Square, Edinburgh.

REPRESENTATIVES OF ST. PATRICK'S AMBULANCE ASSOCIATION.

*Ireland.*

Ambulance classes can be arranged on application to the Hon'ble Secretary, St. Patrick's Ambulance Association, 11, Merrion Square, Dublin; or Hume Street Hospital, Dublin.

*Bengal.*

Calcutta—Dr. C. H. Elmes, 5, Hungerford Street.

APPENDIX D.

(See Rules 31 and 67.)

EXAMINATION IN SIGNALLING.

The examination in Signalling should in all cases and for all grades commence with an examination in the International Code and be followed by an examination in the Allied Signal Manual, including Morse Flashing, Flag-waving and Semaphore.

*International Code.*—Examiners are recommended to frame the examination in the International Code of Signals, upon the instructions and illustrations given at the commencement of Parts I and II of the Signal Book. The information there given will be found sufficient to indicate all the characteristics of the Code.

By the form of the hoist, an observer can at sight understand the nature of any signal he sees flying; the examination should, therefore, tend to elicit a clear knowledge of all the distinctive features of the Code.

With this object in view, the examiners should question the candidates as to the distinguishing forms of the respective hoists, which will be indicated according as a burgee, a pennant, or a square flag is uppermost, and also with regard to the number of flags, and the position of the Code flag when used in the hoist; making the 1, 2, 3 and 4 flag signals with the flags supplied for the purpose, and varying the signals made, showing 2 and 3 flag signals, with and without the Code flag included, or a Geographical or a Vocabulary signal, the name of a merchant ship or of a ship of war.

As the two latter signals would not be found in the Signal Book, the candidate should know where to find them and how to look them out.

The candidate should:—(a) Be able to read a signal at sight, so far as to name the flags composing the hoist. (b) Know the use of the Code pennant and of the pennants C and D, "Yes" and "No," also of the two burgees A and B, and the square flags S and P, and the flags used to indicate cholera, plague, etc., on board, and the quarantine flag. (c) Be required to signal some word or words not included in the vocabulary of the Code either by letters or by the Spelling Table (page 516) or both. (d) Have a knowledge of the Distant Signals, and of their object, and the different modes of signalling therewith. (e) Know the special Morse signals indicated by certain letters as given on page 550. (f) Have a good knowledge of the Distress Signals and understand the penalty which may be incurred by their improper use.

The International Code is used on board His Majesty's ships, and it has been adopted by all the principal Maritime Powers for their public as well as merchant ships.

*Allied Signal Manual.*—Candidates will be expected to know the meaning of any or all of the single flag signals given therein, and the significations of the Pilot Jack when incorporated in a hoist. They should also be required to make or read from the Pilot Jack table a hoist given by the Examiner. Candidates need not be expected to commit the Pilot Jack table to memory, but there should be no hesitation whatever in making or reading a signal. They should also know how to recognise any of the Special Signals given at the end of the Allied Signal Manual.

*Morse Flashing Flagwaving and Semaphore.*—Candidates for the voluntary examination in signalling will be required to attain a minimum speed of 12 words a minute in semaphore, 10 words a minute in Morse flashing and 6 words a minute in Morse flagwaving (the average length of a word being taken as 5 letters).

Candidates for other certificates will only be required to attain a speed of 6 words a minute in Morse flashing and 5 words a minute in Morse flagwaving and 10 words a minute in Semaphore.

In the ordinary examination, it will be sufficient if in Morse flashing a candidate is given a test card and a spelling message of 10 words, in Morse flagwaving a spelling message of 10 words, and in Semaphore a spelling message of 25 words.

In the voluntary examination in signalling, the Semaphore test will be a spelling message of 50 words.

The Morse flashing and flagwaving test will be a test message (see Allied Signal Manual) followed by a spelling message of 25 words.

The candidates must attain a degree of accuracy of at least 90 per cent. both in making and reading in each method, i.e., Flashing, Flagwaving and Semaphore.

In the examination in Morse flashing and flagwaving the candidate should be first required to make a test message, followed by a spelling message of 25 words. The examiner should then make a test message, followed by a spelling message of 25 words to be read by the candidate.

The same procedure must be observed in the Semaphore examination, except that, as a test message is not given, the candidate will be required to make a spelling message of 50 words and then to read a message of 50 words made by the Examiner. The Semaphore messages may be made either by hand flags or mechanical Semaphore or both at the discretion of the Examiner.

In the Morse flashing and flagwaving examination, marks will be allotted for the test message in the proportion of 50-75 of a mark for each correct letter (see table at back of test cards), and for the spelling message 2 marks for each correct word or group of figures. The candidate must for a pass gain an aggregate of at least 90 per cent. of the maximum marks in both spelling and test messages.

In the Semaphore examination 2 marks will be allotted for each correct word and 90 per cent. of the maximum must be obtained for a pass.

The spelling message is left to the discretion of the Examiner, and may be a passage from any book or newspaper in English. When the passage contains figures and the candidate does not choose to spell them out, the Examiner should see that the proper signs are made before and after the figures.

The message as read by the candidate should be taken down by another candidate where possible, otherwise by a clerk, or other person according as the Examiner may deem expedient.

Candidates should be thoroughly tested in the various signs and the procedure of calling up, sending and answering a signal, as laid down in the Allied Signal Manual, and this course should always be strictly adhered to.

Particular attention should be paid by Examiners to the accurate spacing of the Morse signs, and to the intervals between letters and words, both in flashing and flagwaving, and also to the correct making of the Semaphore signs. Any attempted increase of speed at the expense of accuracy should be discouraged.

The block letter test and spelling message as read by the candidate should be forwarded on the Form Exn. 19a, together with the percentage of marks allotted and report on the Form Exn. 19b to the Principal Examiner, with any remarks the Examiner may have to add with respect to the examination.

*Notes.*—The International Code of Signals, with the Signal Letters of British Ships, is prepared by the Registrar-General of Shipping and Seamen, and may be obtained of the publishers, Messrs. Spottiswoode, Ballantyne & Co., 1, New Street Square, London, E.C. 4, and the principal booksellers at the various ports, price 5s.

The Official Mercantile Navy List and Maritime Directory may be obtained in like manner, price 12s.

The Allied Signal Manual may be obtained through any bookseller, or directly from His Majesty's Stationery Office at any of the addresses given on the title page of these Regulations, price 1s.

## APPENDIX E.

### REGULATIONS FOR PREVENTING COLLISIONS AT SEA.

#### 1. ORDER IN COUNCIL OF OCTOBER 13, 1910.

##### SCHEDULE I.

##### Preliminary.

These Rules shall be followed by all vessels upon the high seas and in all waters connected therewith navigable by sea-going vessels.

In the following Rules every steam vessel which is under sail and not under steam is to be considered a sailing vessel, and every vessel under steam, whether under sail or not, is to be considered a steam vessel.

The word "steam vessel" shall include any vessel propelled by machinery.

A vessel is "under way" within the meaning of these Rules, when he is not at anchor, or made fast to the shore or aground.

##### Rules concerning lights, etc.

The word "visible" in these Rules, when applied to lights, shall mean visible on a dark night with a clear atmosphere.

Article 1. The rules concerning lights shall be complied with in all weathers from sunset to sunrise and during such time no other lights which may be mistaken for the prescribed lights shall be exhibited.

Article 2. A steam vessel when under way shall carry:—

- (a) On or in front of the foremast, or if a vessel without a foremast, then in the fore part of the vessel, at a height above the hull, of not less than 20 feet, and if the breadth of the vessel exceeds 20 feet, then at a height above the hull not less than such a breadth, so, however, that the light need not be carried at a greater height above the hull than 40 feet, a bright white light so constructed as to show an unbroken light over an arc of the horizon of 20 points of the compass, so fixed as to throw the light 10 points on each side of the vessel, viz., from light ahead to 2 points abaft the beam on either side, and of such a character as to be visible at a distance of at least 5 miles.
- (b) On the starboard side a green light so constructed as to show an unbroken light over an arc of the horizon of 10 points of the compass, so fixed as to throw the light from right ahead to two points abaft the beam on the starboard side, and of such a character as to be visible at a distance of at least 2 miles.
- (c) On the port side a red light so constructed as to show an unbroken light over an arc of the horizon of 10 points of the compass, so fixed as to throw the light from right ahead to two points abaft the beam on the port side, and of such a character as to be visible at a distance of at least 2 miles.
- (d) The said green and red side-lights shall be fitted with in-board screens projecting at least 3 feet forward from the light, so as to prevent these lights from being seen across the bow.

- (e) A steam vessel when under way may carry an additional white light similar in construction to the light mentioned in subdivision (a). These two lights shall be so placed in line with the keel that one shall be at least 15 feet higher than the other, and in such a position with reference to each other that the lower light shall be forward of the upper one. The vertical distance between these lights shall be less than the horizontal distance.

Article 3. A steam vessel when towing another vessel shall, in addition to her side-lights, carry two bright white lights in a vertical line one over the other, not less than 6 feet apart, and when towing more than one vessel shall carry an additional bright white light 6 feet above or below such lights, if the length of the tow, measuring from the stern of the towing vessel to the stern of the last vessel towed, exceeds 600 feet. Each of these lights shall be of the same construction and character, and shall be carried in the same position as the white light mentioned in Article 2 (a), except the additional light, which may be carried at a height of not less than 14 feet above the hull.

Such steam vessel may carry a small white light abaft the funnel or aftermast for the vessel towed to steer by, but such light shall not be visible forward of the beam.

Article 4. (a) A vessel which from any accident is not under command shall carry at the same height as the white light mentioned in Article 2 (a), where they can best be seen, and, if a steam vessel, in lieu of that light, two red lights, in a vertical line one over the other, not less than 6 feet apart, and of such a character as to be visible all round the horizon at a distance of at least 2 miles; and shall by day carry in a vertical line one over the other not less than 6 feet apart, where they can best be seen, two black balls or shapes each 2 feet in diameter.

(b) A vessel employed in laying or in picking up a telegraph cable shall carry in the same position as the white light mentioned in Article 2 (a), and if a steam vessel, in lieu of that light, three lights in a vertical line one over the other, not less than 6 feet apart. The highest and lowest of these lights shall be red, and the middle light shall be white, and they shall be of such a character as to be visible all round the horizon, at a distance of at least 2 miles. By day she shall carry in a vertical line one over the other, not less than 6 feet apart, where they can best be seen, three shapes not less than 2 feet in diameter, of which the highest and lowest shall be globular in shape and red in colour, and the middle one diamond in shape and white.

(c) The vessel referred to in this Article when not making way through the water, shall not carry the side-lights, but when making way shall carry them.

(d) The lights and shapes required to be shown by this Article are to be taken by other vessels as signals that the vessel showing them is not under command and cannot therefore get out of the way.

These signals are not signals of vessels in distress and requiring assistance. Such signals are contained in Article 31.

Article 5. A sailing vessel under way, and any vessel being towed, shall carry the same lights as are prescribed by Article 2 for a steam vessel under way, with the exception of the white lights mentioned therein, which they shall never carry.

Article 6. Whenever, as in the case of small vessels under way during the bad weather, the green and red side-lights cannot be fixed, these lights shall be kept at hand lighted and ready for use; and shall, on the approach of or to other vessels, be exhibited on their respective sides in sufficient time to prevent collision, in such manner as to make them most visible, and so that the green light shall not be seen on the port side nor the red light on the starboard side, nor, if practicable, more than 2 points abaft the beam on their respective sides.

To make the use of these portable lights more certain and easy, the lanterns containing them shall each be painted outside with the colour of the light they respectively contain, and shall be provided with proper screens.

Article 7. Steam vessels of less than 40, and vessels under oars or sails of less than 20 tons gross tonnage, respectively, and rowing boats, when under way, shall not be obliged to carry the lights mentioned in Article 2 (a), (b) and (c) but if they do not carry them they shall be provided with the following lights :-

1. Steam vessels of less than 40 tons shall carry :-

(a) In the forepart of the vessel, or on or in front of the funnel, where it can best be seen, and at a height above the gunwale of not less than 9 feet a bright white light constructed and fixed as prescribed in Article 2 (a), and of such a character as to be visible at a distance of at least 2 miles.

(b) Green and red side-lights constructed and fixed as prescribed in Article 2 (b) and (c) and of such character as to be visible at a distance of at least 1 mile, or a combined lantern showing a green light and a red light from right ahead to 2 points abaft the beam on their respective sides. Such lantern shall be carried not less than 3 feet below the white light.

2. Small steamboats, such as are carried by sea-going vessels, may carry the white light at a less height than 9 feet above the gunwale, but it shall be carried above the combined lantern, mentioned in subdivision 1 (b).

3. Vessels under oars or sails, of less than 20 tons, shall have ready at hand a lantern with a green glass on one side and a red glass on the other, which, on the approach of or to other vessel shall be exhibited in sufficient time to prevent collision, so that the green light shall not be seen on the port side nor the red light on the starboard side.

4. Rowing boats, whether under oars or sail, shall have ready at hand a lantern showing a white light, which shall be temporarily exhibited in sufficient time to prevent collision.

The vessels referred to in this Article shall not be obliged to carry the lights prescribed by Article 4 (a) and Article 11, last paragraph.

Article 8. Pilot-vessels, when engaged on their station on pilotage duty, shall not show the lights required for other vessels, but shall carry a white light at the masthead, visible all round the horizon, and shall also exhibit flare-up light on flare-up lights at short intervals, which shall never exceed fifteen minutes.

On the near approach of or to other vessels they shall have their side-lights lighted, ready for use, and shall flash or show them at short intervals, to indicate the direction in which they are heading, but the green light shall not be shown on the port side, nor the red light on the starboard side.

A pilot-vessel of such a class as to be obliged to go alongside of a vessel to put a pilot on board, may show the white light instead of carrying it at the masthead and may, instead of the coloured lights above



mentioned, have at hand ready for use a lantern with a green glass on the one side and a red glass on the other, to be used as prescribed above.

A steam pilot-vessel exclusively employed for the service of pilots licensed or certified by any pilotage authority or the Committee of any pilotage district, when engaged on her station on pilotage duty and not at anchor, shall, in addition to the lights required for all pilot boats, carry at a distance of eight feet below her white masthead light a red light visible all round the horizon and of such a character as to be visible on a dark night with a clear atmosphere at a distance of at least two miles, and also the coloured side-lights required to be carried by vessels when under way.

When engaged on her station on pilotage duty and at anchor she shall carry, in addition to the lights required for all pilot boats, the red light above mentioned, but not the coloured side lights.

Pilot-vessels, when not engaged on their station on pilotage duty, shall carry lights similar to those of other vessels of their tonnage.

Article 9.† Fishing-vessels and fishing-boats, when under way and when not required by this Article to carry or show the lights herein-after specified, shall carry or show the lights prescribed for vessels of their tonnage under way.

(a) Open boats, by which it is to be understood boats not protected from the entry of sea water by means of a continuous deck, when engaged in any fishing at night with outlying tackle extending not more than 150 feet horizontally from the boat into the seaway, shall carry one all-round white light.

Open boats, when fishing at night with outlying tackle extending more than 150 feet horizontally from the boat into the seaway, shall carry one all round white light, and in addition, on approaching or being approached by other vessels, shall show a second white light at least 3 feet below the first light and at a horizontal distance of at least 5 feet away from it in the direction in which the outlying tackle is attached.

(b)‡ Vessels and boats, except upon boats as defined in subdivision (a), when fishing with drift-nets shall, so long as the nets are wholly or partly in the water, carry two white lights where they can best be seen. Such lights shall be placed so that the vertical distance between them shall be not less than 6 feet, and not more than 15 feet, and so that the horizontal distance between them, measured in a line with the keel, shall be not less than 5 feet and not more than 10 feet. The lower of these two lights shall be in the direction of the nets, and both of them shall be of such a character as to show all round the horizon and to be visible at a distance of not less than 3 miles.

Within the Mediterranean Sea and in the seas bordering the coasts of Japan and Korea sailing fishing vessels of less than 20 tons gross tonnage shall not be obliged to carry the lower of these two lights; should they, however, not carry it, they shall show in the same position (in the direction of the net or gear) a white light, visible at a distance of not less than one sea mile, on the approach of or to other vessels.

(c) Vessels and boats, except open boats as defined in subdivision (a), when line-fishing with their lines out and attached to or hauling their lines, and when not at anchor or stationary within the meaning of subdivision (b), shall carry the same lights as vessels fishing with drift-nets. When shooting lines, or fishing with towing lines, they shall carry the lights prescribed for a steam or sailing vessel under way, respectively.

Within the Mediterranean Sea and in the seas bordering the coasts of Japan and Korea sailing fishing vessels of less than 20 tons gross tonnage shall not be obliged to carry the lower of these two lights; should they, however, not carry it, they shall show in the same position (in the direction of the lines) a white light, visible at a distance of not less than one sea mile, on the approach of or to other vessels.

(d) Vessels, when engaged in trawling, by which is meant the dragging of an apparatus along the bottom of the sea—

1. If steam vessels, shall carry, in the same position as the white light mentioned in Article 2 (a), a tricoloured lantern so constructed and fixed as to show a white light from right ahead to two points on each bow and a green light and a red light over an arc of the horizon from two points on each bow to two points abaft the beam on the starboard and port sides, respectively; and not less than 6 nor more than 12 feet below the tricoloured lantern a white light in a lantern, so constructed as to show a clear, uniform and unbroken light all round the horizon.
2. If sailing vessels, shall carry a white light in a lantern, so constructed as to show a clear, uniform and unbroken light all round the horizon, and shall also, on the approach of or to other vessels, show where it can best be seen a white flare-up light or torch in sufficient time to prevent collision.

All lights mentioned in subdivision (d) 1 and 2 shall be visible at a distance of at least 2 miles.

(e) Oyster dredgers and other vessels fishing with dredge-nets shall carry and show the same lights as trawlers.

(f) Fishing-vessels and fishing-boats may at any time use a flare-up light in addition to the lights which they are by this Article required to carry and show, and they may also use working lights.

(g) Every fishing-vessel and every fishing-boat under 150 feet in length, when at anchor, shall exhibit a white light visible all round the horizon at a distance of at least one mile.

Every fishing-vessel of 150 feet in length or upwards, when at anchor, shall exhibit a white light visible all round the horizon at a distance of at least one mile, and shall exhibit a second light as provided for vessels of such length by Article 11.

Should any such vessel, whether under 150 feet in length, or of 150 feet in length or upwards, be attached to a net or other fishing gear, she shall on the approach of other vessels show an additional white light at least 3 feet below the anchor light, and at a horizontal distance of at least 5 feet away from it in the direction of the net or gear.

(h) If a vessel or boat when fishing becomes stationary in consequence of her gear getting fast to a rock or other obstruction, she shall in daytime haul down the day-signal required by subdivision (k); at night show the light or lights prescribed for a vessel at anchor; and during f.g., mist, falling snow, or

\* This article does not apply to Chinese or Siamese vessels.

† The expression "Mediterranean Sea" contained in sub-sections (b) and (c) of this Article includes the Black Sea and the other adjacent inland seas in communication with it.

‡ Dutch vessels and boats when engaged in the "kol" or handline fishing will carry the lights prescribed for vessels fishing with drift-nets.

§ Also, amongst Russian vessels, in the seas (excluding the Baltic) bordering the coasts of Russia.

heavy rain-storms make the signal prescribed for a vessel at anchor. [See subdivision (d), and the last paragraph of Article 15.]

(i) In fog, mist, falling snow, or heavy rain-storms, drift-net vessels attached to their nets, and vessels when trawling, dredging, or fishing with any kind of dredge-net, and vessels line-fishing with their lines out, shall, if of 20 tons gross tonnage or upwards, respectively, at intervals of not more than one minute, make a blast; if steam vessels, with the whistle or siren, and if sailing vessels, with the fog-horn; each blast to be followed by ringing the bell. Fishing vessels and boats of less than 20 tons gross tonnage shall not be obliged to give the abovementioned signals; but if they do not, they shall make some other efficient sound signal at intervals of not more than one minute.

(k) All vessels or boats fishing with nets or lines or trawls, when under way, shall in daytime indicate their occupation, to an approaching vessel by displaying a basket or other efficient signal where it can best be seen. If vessels or boats at anchor have their gear out they shall, on the approach of other vessels, show the same signal on the side on which those vessels can pass.

The vessels required by this Article to carry or show the lights hereinbefore specified shall not be obliged to carry the lights prescribed by Article 4 (a), and the last paragraph of Article 11.

Article 10. A vessel which is being overtaken by another shall show from her stern to such last-mentioned vessel a white light or a flare-up light.

The white light required to be shown by this Article may be fixed and carried in a lantern, but in such case the lantern shall be so constructed, fitted, and screened that it shall throw an unbroken light over an arc of the horizon of 12 points of the compass, viz., for 6 points from right aft on each side of the vessel, so as to be visible at a distance of at least 1 mile. Such light shall be carried as nearly as practicable on the same level as the side-lights.

Article 11. A vessel under 150 feet in length, when at anchor, shall carry forward, where it can best be seen, but at a height not exceeding 20 feet above the hull, a white light in a lantern so constructed as to show a clear, uniform and unbroken light visible all round the horizon at a distance of at least 1 mile.

A vessel of 150 feet or upwards in length, when at anchor, shall carry in the forward part of the vessel, at a height of not less than 20, and not exceeding 40, feet above the hull, one such light, and at or near the stern of the vessel, and at such a height that it shall be not less than 15 feet lower than the forward light, another such light.

The length of the vessel shall be deemed to be the length appearing in her certificate of registry.

A vessel aground in or near a fairway shall carry the above light or lights and the two red lights prescribed by Article 4 (a).

Article 12. Every vessel may, if necessary in order to attract attention, in addition to the lights which she is by these Rules required to carry, show a flare-up light or use any detonating signal that cannot be mistaken for a distress signal.

Article 13. Nothing in these Rules shall interfere with the operation of any special rules made by the Government of any nation with respect to additional station and signal lights for two or more ships of war or for vessels sailing under convoy, or with the exhibition of recognition signals adopted by ship-owners, which have been authorized by their respective Governments and duly registered and published.

Article 14. A steam vessel proceeding under sail only, but having her funnel up, shall carry in daytime, forward, where it can best be seen, one black ball or shape 2 feet in diameter.

#### *Sound-signals for Fog, etc.*

Article 15. All signals prescribed by this Article for vessels under way shall be given:

1. By "steam vessels" on the whistle or siren.
2. By "sailing vessels and vessels towed" on the fog-horn.

The words "prolonged blast" used in this Article shall mean a blast of form 4 to 6 seconds' duration.

A steam vessel shall be provided with an efficient whistle or siren, sounded by steam or some substitute for steam, so placed that the sound may not be intercepted by any obstruction, and with an efficient fog-horn, to be sounded by mechanical means, and also with an efficient bell.\* A sailing vessel of 20 tons gross tonnage or upwards shall be provided with a similar fog-horn and bell.

In fog, mist, falling snow, or heavy rain-storms, whether by day or night, the signals described in this Article shall be used as follows, viz.:-

- (a) A steam vessel having way upon her, shall sound, at intervals of not more than 2 minutes, a prolonged blast.
- (b) A steam vessel under way, but stopped and having no way upon her, shall sound, at intervals of not more than 2 minutes, two prolonged blasts, with an interval of about 1 second between them.
- (c) A sailing vessel under way shall sound, at intervals of not more than 1 minute, when on the starboard tack one blast, when on the port tack two blasts in succession, and when with the wind abaft the beam three blasts in succession.
- (d) A vessel, when at anchor, shall, at intervals of not more than 1 minute, ring the bell rapidly for about 5 seconds.
- (e) A vessel, when towing a vessel employed in laying or in picking up a telegraph cable, and a vessel under way, which is unable to get out of the way of an approaching vessel through being not under command, or unable to manoeuvre as required by these Rules, shall, instead of the signals prescribed in subdivisions (a) and (c) of this Article, at intervals of not more than 2 minutes, sound three blasts in succession, viz.: one prolonged blast followed by two short blasts. A vessel towed may give this signal and she shall not give any other.

Sailing vessels and boats of less than 20 tons gross tonnage shall not be obliged to give the above-mentioned signals, but if they do not, they shall make some other efficient sound-signal at intervals of not more than 1 minute.†

\* In all cases where the rules require a bell to be used a drum may be substituted on board Turkish vessels, or a gong where such articles are used on board small sea-going vessels.

† Dutch steam pilot-vessels, when engaged on their station on pilotage duty in fog, mist, falling snow, or heavy rain storms are required to make at intervals of 2 minutes at most one long blast with the siren, followed after 1 second by a long blast with the steam whistle and again after 1 second by a long blast on the siren. When not engaged on their station on pilotage duty, they make the same signals as other steamships.

*Speed of ships to be Moderate in Fog, etc.*

Article 16. Every vessel shall, in a fog, mist, falling snow or heavy rain-storms, go at a moderate speed, having careful regard to the existing circumstances and conditions.

A steam vessel bearing, apparently forward of her beam, the fog-signal of a vessel the position of which is not ascertained, shall, so far as the circumstances of the case admit, stop her engines, and then navigate with caution until danger of collision is over.

**STEERING AND SAILING RULES.***Preliminary—Risk of Collision.*

Risk of collision can, when circumstances permit, be ascertained by carefully watching the compass bearing of an approaching vessel. If the bearing does not appreciably change, such risk should be deemed to exist.

Article 17. When two sailing vessels are approaching one another, so as to involve risk of collision, one of them shall keep out of the way of the other, as follows, viz. :—

- (a) A vessel which is running free shall keep out of the way of a vessel which is close-hauled.
- (b) A vessel which is close-hauled on the port tack shall keep out of the way of a vessel which is close-hauled on the starboard tack.
- (c) When both are running free, with the wind on different sides, the vessel which has the wind on the port side shall keep out of the way of the other.
- (d) When both are running free, with the wind on the same side, the vessel which is to windward shall keep out of the way of the vessel which is to leeward.
- (e) A vessel which has the wind aft shall keep out of the way of the other vessel.

Article 18. When two steam vessels are meeting end on, or nearly end on, so as to involve risk of collision, each shall alter her course to starboard, so that each may pass on the port side of the other.

This Article only applies to cases where vessels are meeting end on, or nearly end on, in such a manner as to involve risk of collision, and does not apply to two vessels which must, if both keep on their respective courses, pass clear of each other.

The only cases to which it does apply are when each of the two vessels is end on, or nearly end on, to the other; in other words, to cases in which, by day, each vessel sees the masts of the other in a line, or nearly in a line, with her own; and, by night, to cases to which each vessel is in such a position as to see both the side lights of the other.

It does not apply, by day, to cases in which a vessel sees another ahead crossing her own course; or by night, to cases where the red light of one vessel is opposed to the red light of the other, or where the green light of one vessel is opposed to the green light of the other, or where a red light without a green light, or a green light without a red light, is seen ahead or where both green and red lights are seen anywhere but ahead.

Article 19. When two steam vessels are crossing, so as to involve risk of collision, the vessel which has the other on her own starboard side shall keep out of the way of the other.

Article 20. When a steam vessel and a sailing vessel are proceeding in such directions as to involve risk of collision, the steam vessel shall keep out of the way of the sailing vessel.

Article 21. Where by any of these Rules one of two vessels is to keep out of the way, the other shall keep her course and speed.

*Note.*—When, in consequence of thick weather or other causes, such vessel finds herself so close that collision cannot be avoided by the action of the giving-way vessel alone, she also shall take such action as will best aid to avert collision. (See Articles 27 and 29.)

Article 22. Every vessel which is directed by these Rules to keep out of the way of another vessel shall, if the circumstances of the case admit, avoid crossing ahead of the other.

Article 23. Every steam vessel which is directed by these Rules to keep out of the way of another vessel shall, on approaching her, if necessary, slacken her speed or stop or reverse.

Article 24. Notwithstanding anything contained in these Rules, every vessel, overtaking any other, shall keep out of the way of the overtaken vessel.

Every vessel coming up with another vessel from any direction more than two points abaft her beam, i.e., in such a position, with reference to the vessel which she is overtaking that at night she would be unable to see either of that vessel's side-lights, shall be deemed to be an overtaking vessel; and no subsequent alteration of the bearing between the two vessels shall make the overtaking vessel a crossing vessel within the meaning of these Rules, or relieve her of the duty of keeping clear of the overtaken vessel until she is finally past and clear.

As by day the overtaking vessel cannot always know with certainty whether she is forward or abaft this direction from the other vessel, she should, if in doubt, assume that she is an overtaking vessel and keep out of the way.

Article 25. In narrow channels every steam vessel shall, when it is safe and practicable, keep to that side of the fairway or mid-channel which lies on the starboard side of such vessel.

Article 26. Sailing vessels under way shall keep out of the way of sailing vessels or boats fishing with nets, or lines, or trawls. This Rule shall not give to any vessel or boat engaged in fishing the right of obstructing a fairway used by vessels other than fishing vessels or boats.

Article 27. In obeying and construing these Rules, due regard shall be had to all dangers of navigation and collision, and to any special circumstances which may render a departure from the above Rules necessary in order to avoid immediate danger.

*Sound Signals for Vessels in Sight of one Another.*

Article 28. The words "short blast" used in this Article shall mean a blast of about one second's duration.

When vessels are in sight of one another, a steam vessel under way, in taking any course authorised or required by these Rules, shall indicate that course by the following signals on her whistle or siren, viz. :—

- One short blast to mean, "I am directing my course to starboard."  
Two short blasts to mean, "I am directing my course to port."  
Three short blasts to mean, "My engines are going full speed astern."

*No Vessels under any circumstances to neglect proper precautions.*

Article 29. Nothing in these Rules shall exonerate any vessel, or the owner, or master, or crew thereof, from the consequences of any neglect to carry lights or signals, or of any neglect to keep a proper look-out, or of the neglect of any precaution which may be required by the ordinary practice of seamen, or by the special circumstances of the case.

*Reservation of Rules for Harbours and Inland Navigation.*

Article 30. Nothing in these Rules shall interfere with the operation of a special rule, duly made by local authority, relative to the navigation of any harbour, river, or inland waters.

*Distress Signals.\**

Article 31. When a vessel is in distress and requires assistance from other vessels or from the shore the following shall be the signals to be used or displayed by her, either together or separately, viz. :—

*In the daytime—*

1. A gun or other explosive signal fired at intervals of about a minute.
2. The International Code signal of distress indicated by NC.
3. †The distant signal, consisting of a square flag, having either above or below it a ball or any thing resembling a ball.
4. A continuous sounding with any fog-signal apparatus.

*At night—*

1. A gun or other explosive signal fired at intervals of about a minute.
2. Flames on the vessel (as from a burning tar-barrel, oil barrel, etc.).
3. Rockets or shells, throwing stars of any colour or description, fired one at a time, at short intervals.
4. A continuous sounding with any fog-signal apparatus.

AIDS TO MEMORY in four verses, by the late MR. THOMAS GRAY, C.B.

*1. Two Steam Ships meeting.*

**When both side lights you see ahead—  
Port your helm and show your RED.**

*2. Two Steam Ships passing.*

**GREEN to GREEN—or, RED to RED—  
Perfect safety—Go ahead!**

*3. Two Steam Ships crossing.*

*Note.*—This is the position of greatest danger: there is nothing for it but good look-out, caution and judgment.

**If to your starboard RED appear,  
It is your duty to keep clear;  
To act as judgment says is proper :—  
To Port—or Starboard—Back,—or, Stop her.**

**But when upon your Port is seen  
A Steamer's Starboard Light of GREEN  
There's not so much for you to do,  
For GREEN to Port keeps clear of you.**

*4. All ships must keep a good look-out, and Steam Ships must stop and go astern, if necessary.*

**Both in safety and in doubt  
Always keep a good look-out;  
In danger, with no room to turn,  
Ease her, stop her, go astern.**

\* If a master of a vessel uses or displays, or causes or permits any person under his authority to use or display, any of these signals of distress, except in the case of a vessel being in distress, he shall be liable to pay compensation for any labour undertaken, risk incurred, or loss sustained in consequence of that signal, having been supposed to be a signal of distress, and that compensation may, without prejudice to any other remedy be recovered in the same manner in which salvage is recoverable. [Merchant Shipping Act, 1894, section 434 (2).]

† A further distress signal is provided in the International Code of Signals. It is a distant signal consisting of a cone point upwards, having either above it or below it a ball, or anything resembling a ball. This signal has not been sanctioned by Order in Council under the provisions of section 435 of the Merchant Shipping Act, 1894.



## APPENDIX F.

## SIGNALS TO BE MADE BY SHIP WANTING A PILOT.

*In the daytime.*—The following signals, numbered 1, 2, 3 and 4, when used or displayed together or separately, shall be deemed to be signals for a pilot in the daytime, viz. :—

1. To be hoisted at the fore, the Union Jack, having round it a white border, one-fifth of the breadth of the flag ; or
2. The International Code pilotage signal indicated by PT.
3. The International Code Flag S, with or without the Code Pennant over it.
4. The distant signal, consisting of a cone point upwards, having above it two balls or shapes resembling balls.

*At night.*—The following signals, numbered 1 and 2, when used or displayed together or separately, shall be deemed to be signals for a pilot at night, viz. :—

1. The pyrotechnic light, commonly known as a blue light, every fifteen minutes ; or
2. A bright white light, flashed or shown at short or frequent intervals just above the bulwarks, for about a minute at a time.

If a master of vessel uses or displays, or causes or permits any person under his authority to use or display, any of the pilot signals for any other purpose than that of summoning a pilot or uses or causes or permits any person under his authority to use any other signal for a pilot, he shall for each offence be liable to a fine not exceeding twenty pounds. [Merchant Shipping Act, 1894, section 615 (3).]

## APPENDIX G.

## DEVIATION OF THE COMPASS.

## FOR MASTERS' CERTIFICATES FOR HOME TRADE PASSENGER SHIPS.

The candidate must answer in writing, on paper given him by the examiner, all the following questions, numbering his answers to correspond with the numbers of the questions :—

1. When taking a Meridian Altitude, how do you know when the sun is on the Meridian ; or in other words, when it is noon ?
2. How does the sun bear (*true and magnetic*) when on the meridian of an observer in these latitudes (Home Trade Limits) ?
3. What do you mean by deviation of the compass, and how is it caused ?
4. Having determined the deviation, how do you know when it is easterly and when westerly ?
5. Supposing the sun when on the meridian bore by your compass \_\_\_\_\_ what would be the deviation of that compass for the direction of the ship's head at the time, the variation given on the Chart being \_\_\_\_\_ ?
6. How could you find the deviation of your Compass when in port, or when sailing along a coast ?
7. Name some suitable terrestrial objects by which you could readily obtain the deviation of your Compass.
8. The bearing of two objects when in a line with each other was found on the Chart to be \_\_\_\_\_ magnetic ; but when brought in a line on board they bore \_\_\_\_\_ by your Compass ; required the deviation of your Compass for the direction of the ship's head at the time ?
9. What means are there for checking the deviation of your Compass by night ?
10. Supposing the North Star (*Polaris*) bore \_\_\_\_\_ by your Compass, what would be the deviation (approximately) of that Compass for the direction of the ship's head at the time supposing the variation given on the Chart to be \_\_\_\_\_ ?
11. Do you expect the deviation to change ? If so, state under what circumstances.
12. What is meant by the variation of the Compass, and what is the cause of it ?

## APPENDIX H.

(See Rule 68.)

## EXAMINATION OF A MASTER OR MATE IN STEAM.

The examination is for the most part *visu voce*, and extends to a general knowledge of the practical use and working of steam engines and boilers, and of the various valves, fittings, and pieces of machinery connected with them and of the way in which electric lighting is carried out on board ship.

Candidates must :—

- (a) Know the names and understand the uses of the various parts of engines and boilers, and their connecting pipes, valves, cocks, etc.
- (b) Have a thorough grasp of the construction of the steam engine and boiler, to enable them to understand the nature and importance of any defect which may be reported to them by the Chief Engineer.
- (c) Have a looking-on knowledge of what the principal repairs about engines, boilers and pipes are, and how these repairs are accomplished.
- (d) Be able to form an independent opinion as to a breakdown, and the consequent propriety or impropriety of proceeding under steam with temporarily repaired or defective machinery.

- (e) Understand how to estimate approximately the reduction of fuel required for reduced speed, and be able to satisfy themselves as to the sufficiency of the coal on board for the voyage.
- (f) Have an intelligent grasp of the general run of pipes and connections in the engine-room, the working of cocks, the opening and closing of cocks and valves, and know how mistakes of importance may be made and how best to guard against such mistakes.
- (g) Be capable of being left in charge of the feeding of a set of boilers, understand the working of the water gauge, and be able to guard against being misled by false indications of the gauge glass.
- (h) Understand the operations of blowing down and surfacing, the reasons for such practices and the danger which may result from the neglect of them in certain circumstances.

A Master or Mate presenting himself for examination in steam must be understood to have made up for his want of practical experience by reading about the steam engine. He ought, therefore, to show that he intelligently understands the rationale of its action. Under this head he should be able to state approximately the quantity of heat required in the formation of steam, the relation of "latent" heat to "sensible" heat, how much steam can be raised by the combustion of one pound of coal, what horse-power measure is, what indicated horse-power is, what is the action of the slide valve, the course of the steam through the engine, the advantage of working expansively, and how the expansive action is shown by the indicator diagram.

He should know the uses of the various parts of the engines and dynamos used for electric lighting, and how they and the cables are fitted in the hull; how wires are jointed, insulated and cased; why it is desirable that they should be led along places which are dry and accessible; what "short circuiting" is and what are the causes which produce it; what is its danger in coal bunkers and petroleum carrying steamers; what are the uses of switches and cut-outs, and why it is so important to prevent short circuiting taking place.

Candidates will be required to give written answers to sixteen out of twenty questions taken from the Elementary Questions (printed in Appendix C of the Regulations relating to the Examination of Engineers: Exn. 1a) given on the sheets marked "Steam," or questions similar to these. These questions will be altered from time to time without notice. The twenty questions will not be difficult, theoretical, or book questions, but such as any man of ordinary capacity who has a fair amount of practical knowledge of the use of working of the steam-engine ought to answer.

Examiners will require all candidates to fill up a form, Exn. 15b, and they will forward it to the Chief Examiner of Engineers with the report of the examination.

Masters and Mates may cancel questions A, B and C but they should fill up the form for questions D, E, F and G, as evidence of their practical knowledge.

If a candidate refers to any book, paper or memorandum, or obtains information from another candidate or from any other persons during the examination, he will be treated as having failed, will forfeit his fee, and will not be allowed to be re-examined for a period of six months.

The Examiners will report, in the case of failure, the nature of the question or questions that decided the failure, or the point in the management of the engines or boilers in which the candidate was deficient.

Applicants for the voluntary examination need not necessarily have served on board steamships; all that is required is that they shall have a practical knowledge of the use and working of the steam engine.

Practical knowledge is best gained in the engine-room; and the examination of an officer who does not produce official evidence of service in steamships, and of experience of engines must necessarily be more searching than in the case of one who produces evidence of such service and experience.

The answers to the Elementary Questions are frequently given by candidates as learned by rote from a book. Candidates should, therefore, be asked such *vidvoss* questions as will necessitate answers in different words, so as to discover whether they have the root of the matter in them.

A large part of the *vidvoss* examination should be conducted on board a steamer, preferably one with which the candidate is unacquainted. He should be told to look about and try to find out the arrangement of the machinery without assistance, and the Examiner should be in the engine-room to see that this independent examination is properly carried out. When the candidate reports that he thinks he knows the arrangement, the Examiner will question him on the uses of the parts, get him to point out the different cylinders, pumps, valves, condenser, etc.; also the dynamo, its field magnets, armature, commutators, brushes cables, etc. The candidate must show that he understands the run of the pipes in the bilges, not necessarily that he has gone over every one of them, but he ought to be directed to trace, at least, one important range of pipes, and to thoroughly satisfy the Examiner that he could be safely trusted to manipulate the valves or cocks in connection therewith. It will not often be practicable for the candidate actually to work engines under steam, but he must satisfy the Examiner that he knows how to do so, and that he is aware of the precautions to be taken in regard to water in the cylinders, etc. It is most important that a candidate should show that, in the event of an accident depriving him of the assistance of Engineers, he knows what to do to safely take his vessel to an anchorage, or to stop the engines and proceed under sail alone.

The examination of a Mate in steam is the same as that of a Master. The knowledge required has no reference to the Mate's position.

The Mate may be examined, but such examination implies that the Mate may one day be a Master, when the possession of the knowledge will be an advantage to him in the discharge of his duties.

#### APPENDIX I.

(See Rule 27.)

#### SIGHT TESTS.

*Details as to the conduct of the tests.*

These tests must be conducted under the strict personal supervision of the Examiner. A careful record must be kept of all mistakes made by the candidate both in the form vision test and in the colour vision test.

Examiner must keep a record of all candidates passed by him for reference when required.

## I.—FORM VISION TESTS.

1. **Form vision test to be passed first.**—The first test which the candidate is required to undergo is the test for form vision, and until he has passed this test he must not be allowed to proceed further with the examination.

2. **Apparatus used.**—The form vision test to be used for all candidates is that conducted on Snellens' principle by means of sheets of letters.

3. **Object of the test.**—The object of the form vision test is to determine whether the candidate can reach a sufficient standard of visual acuteness, or, in other words, to find out whether his eye sight is good or bad.

4. **Standard of vision required.**—Every candidate for a first certificate of competency will be required to possess normal vision. With the exceptions indicated below (see paragraph 8), every candidate for a second or higher certificate will be required to possess normal vision.

"Normal vision" is defined, for the purpose of these Regulations, as ability to read correctly nine of the twelve letters in the sixth line and eight of the fifteen letters in the seventh line of a test sheet placed in a good light at a distance of 16 feet from the eye.

The candidate will have the option of using either eye separately or both eyes together.

5. **Spectacles not allowed.**—During the examination form vision candidates must not be allowed to use spectacles or glasses of any kind, or any other artificial aid to vision.

6. **Method of testing.**—The test sheets should be hung on the wall, in a good light, but not in direct sunlight, of a height of five or six feet from the ground. The candidate should be placed at a distance of exactly 16 feet from the sheets, and exactly opposite them. This distance should be carefully measured, and should never in any circumstances be varied.

One of the sheets should then be exposed, and the candidate should be asked to read the letters on each sheet, beginning at the top and going downwards. Any mistakes which he makes should be carefully noted. If then it is found that he has read correctly at least nine letters in the sixth line and eight letters in the seventh line of a sheet, the candidate may be considered to have normal vision, and should be marked "passed" in the appropriate column of the form of application (Exn. 2 or Exn. 2A, as the case may be).

7. **Passing or failure.**—If at the conclusion of the test the candidate is found to reach the required standard, he may be considered to have passed, and the examiner should proceed to test him for colour vision. If the candidate fails to reach the standard required for the certificate entered for, he should be tested with at least four sheets, and the Examiner should fill in a Form, Exn. 17b, and should forward it, with any remarks he may wish to make, to the Principal Examiner for his instructions as to whether the candidate is to be regarded as passing or as failing in form vision.

8. **Lower standard required in certain cases.**—Candidate who are in possession of certificates obtained before January 1st, 1914, may be regarded as passing in form vision if they can read correctly with both eyes at least five of the eight letters in the fifth line of a test sheet.

**Tests to be varied.**—The Examiner should take care, by varying the order of the test sheets and by every other means in his power, to guard against the possibility of any deception on the part of the candidate.

10. **Result of examination to be reported.**—The result of every examination in form vision should be reported, in the case of a candidate for a certificate of competency, to Government on Form Exn. 2, and to the Port Officer on Form Exn. 14; and, in the case of a candidate for the sight tests only, to Government on Form Exn. 2A.

## II.—COLOUR VISION TEST.

11. **Apparatus.**—A special lantern and a mirror have been provided for this test. The lantern should be placed directly in front of the mirror, so that the front part of the lantern is exactly ten feet from the mirror. Care should be taken that the lantern is properly placed, that is to say, the light reflected in the mirror must show clearly when viewed through the rectangular aperture on the left of the lantern. The examiner should always satisfy himself that these conditions are fulfilled before commencing the examination.

12. **Darkness adaptation.**—It is essential that a candidate should be kept in a room which is either completely or partially darkened for at least a quarter of an hour before he is required to undergo this test.

Before the examination commences the Examiner must satisfy himself that the room in which it is conducted is so darkened as to exclude all daylight.

13. **Method of testing.**—The lantern supplied for the examination is so constructed as to allow one large or two small lights to be visible, and is fitted with 12 glasses of three colours—red, white and green. At the commencement of the examination the Examiner should show to the candidate a series of lights through the large aperture, and should require him to name the colours as they appear to him. Care should be taken in showing the white light to emphasise the fact that the light is not a pure white. If a candidate makes a mistake of calling this light "red" a proper red light should be shown immediately after and the candidate's attention directed to the difference between the two.

After a series of lights through the large aperture has been shown, the examiner should make a complete circuit with the two small apertures, requiring the candidate to name the colours of each set of two lights from left to right. To prevent any possibility of the order in which the lights are arranged from being learnt, the Examiner should at least twice in each circuit go back a varying number of colours.

A records of any mistakes made with either the large aperture or the two smaller apertures should be kept on Form Exn. 17c in accordance with the instructions thereon.

**14. Passing or failure.**—If a candidate with either the large aperture or the two smaller apertures of the lantern mistakes red for green or green for red, he should be considered to have "failed" in Colour Vision.

If the only mistake made by the candidate with the lantern, is to call the white light "red," and if after his attention has been specially directed to the difference between the two he makes no further mistake of this nature, he should be considered to have passed in Colour Vision.

If a candidate makes any other mistake with the lantern, i.e., if he calls white "red" repeatedly or red "white" at all, or confuses green and white, his case should be reported to the Port Officer and he should be told that the decision as to whether he is passed or failed, or a further examination is necessary will be communicated to him in due course. Pending the receipt of the Port Officer's instructions such a candidate should only be allowed to proceed with the remainder of the examination for a certificate of competency on the express understanding that the latter examination will be cancelled in the event of failure in the Sight Tests.

**15. Further examination and appeals.**—If in the cases covered by the preceding paragraph the Port Officer decides that a further examination is necessary, arrangements will be made for a special examination to be held and the third class travelling expenses necessarily incurred by a candidate in attending such an examination will be paid by the Government together with a subsistence allowance at a rate which will be notified to the candidate, but which will not in any circumstances, exceed Rs. 4 for each day necessarily occupied in attending the examination. In these cases the above expenses will be paid whatever may be the result of the final examination.

If, however, on the report of the Examiner the Port Officer decides that the nature of the mistakes made shows conclusively that a candidate is so colour blind as to be unfit to hold a certificate, the candidate shall be considered to have failed.

If during the progress of a special examination a candidate with defective Form Vision is found to be suffering from a permanent defect of the eyes such as to render him unfit for a sea career, the Port Officer may finally reject such candidate and he will not be allowed to be again examined in the Sight Test on any future occasion.

In cases where, upon the report of the Examiner, a candidate is failed by the Port Officer, as well as in the cases covered by paragraph 14, Government will be prepared to allow a candidate who is dissatisfied with this decision to appeal for a special examination, but Government will not pay the travelling expenses of any such candidate unless he is reported by the Special Examiners conducting the appeal examination to have passed.

### III.—REPORTS.

**16.** The result of every test in form or colour vision should be reported to the Government on the Form Exn. 2, and to the Port Officer on the Form Exn. 14, when the candidate is up for examination for a certificate of competency; and to the Government on the Form Exn. 2A, when the candidate is up for examination in vision only.

All cases of failure should also be reported to the Port Officer on Form Exn. 17B, to which should be attached Form Exn. 17C, containing the record of any mistakes made with the lantern.

Every report relating to such an examination must be signed by the Examiner who conducted the examination.

### APPENDIX J.

TABLE SHOWING THE REQUIREMENTS AS TO SEA SERVICE NECESSARY TO QUALIFY FOR EXAMINATION FOR CERTIFICATES OF COMPETENCY.

#### Note.

A candidate for an Ordinary certificate of any grade who has not previously held an Ordinary certificate of a lower grade must prove that he has served twelve months in the foreign trade or eighteen months in the home or coasting trade in a square-rigged sailing vessel.

Where foreign-going certificates are required to be held to qualify candidates for examination, they may be either the Ordinary certificates, or those for fore-and-aft rigged vessels, or for foreign-going steamships.

It must be clearly understood that the amount of service laid down in the Regulations for each grade of certificate of competency is the absolute minimum that can be accepted, and unless a candidate can show the full amount he must in no case be allowed up for examination.

Rank.	Minimum Age.	Total Sea Service (Years).	Officers' Service in Merchant Vessels.		
			Years.	Lowest capacity.	Lowest certificate required.
ORDINARY CERTIFICATES FOR FOREIGN-GOING SHIP.					
2nd Mate	18	4	...	No officer's service required	None.
Only Mate	18	5	...	No officer's service required	None.
1st Mate	18	5	1	3rd or 4th Mate in foreign trade in charge of watch.	2nd Mate foreign-going.
				Or	
			1½	Only Mate in home or coasting trade	2nd Mate foreign-going, or home trade Mate.
				Or	
			1	Pilot with 1st Class pilot's certificate	None.



Rank.	Minimum Age.	Total Sea Service (Years).	Officers' Service in Merchant Vessels.		
			Years.	Lowest capacity.	Lowest certificate required.

ORDINARY CERTIFICATES FOR FOREIGN-GOING SHIP—*contd.*

Master	21	5	1	Only Mate in foreign trade ...	Only Mate foreign going.
				Or	
			1½	Only Mate in home or coasting trade ...	Ditto.
				And in addition, unless the above service was performed with a First Mate's Foreign going certificate, he will also be required to prove one of the following services prescribed for that grade.	
			1	3rd or 4th Mate in foreign trade in charge of watch.	2nd Mate foreign-going.
				Or	
			1½	Only Mate in home or coasting trade ...	2nd Mate foreign-going, or home trade Mate.
				Or	
			1	Pilot with 1st class pilot's certificate ...	None.
				OR HE MUST HAVE SERVED.	
		4½	1	2nd Mate in foreign trade ...	1st Mate foreign-going.
				(Provided that, if this service as 2nd Mate was performed under an Additional or Auxiliary 1st Mate, it will only be accepted if a 3rd and 4th Mate were also carried.)	
				And in addition	
			1½	3rd or 4th Mate in foreign trade in charge of watch.	2nd Mate foreign-going.
				OR HE MUST HAVE SERVED.	
		7½	2	3rd Mate in foreign trade ...	1st Mate foreign-going.
				And in addition	
			1½	3rd or 4th Mate in foreign trade in charge of watch.	2nd Mate foreign-going.
				OR HE MUST HAVE SERVED.	
		9½	3	Master in home or coasting trade ...	2nd Mate foreign-going or Master home trade for one year of such service.
				Or	
			1	Master in home or coasting trade ...	Ditto.
				And in addition	
			2	Mate in home or coasting trade ...	

## CERTIFICATES FOR FOREIGN-GOING FORE-AND-AFT RIGGED VESSELS.

2nd Mate ...	} Same as for ordinary certificates; except that no service in square-rigged sailing vessels is required.
Only Mate ...	
1st Mate ...	
Master ...	

## CERTIFICATES FOR FOREIGN-GOING STEAMSHIPS.

2nd Mate ...	} Same as for ordinary certificates; except that the whole of the service may have been performed in a steamship and that no service in square-rigged sailing vessels is required.
Only Mate ...	
1st Mate ...	
Master ...	

## CERTIFICATES FOR HOME-TRADE PASSENGER SHIPS.

Mate ...	19	4	...	No Officer's service required ...	None.
Master ...	21	5	1	Only Mate ...	Mate home trade or 2nd Mate foreign-going.
				Or	
			2½	2nd Mate in charge of watch ...	Mate home trade or 2nd Mate foreign-going.
				Or	
			1	As pilot with 1st class pilot's certificate ...	None.

\* If all the service was in home or coasting trade.

## APPENDIX K.

(See Rule 120.)

## TEXT-BOOKS TO BE USED IN THE EXAMINATIONS.

For Naval Architecture.—“The Modern Practice of Shipbuilding in Iron and Steel,” by Samuel J. P. Thearle. Published by William Collins, Sons & Co., vol. I, Seven Shillings and Sixpence, vol. II, Twelve Shillings and Sixpence nett.

“Ship Construction and Calculations,” by George Nicol. Published by James Brown & Sons, 52-56, Darnley Street, Pollokshields, E. Price 23 Shillings nett.

For Stability.—“Ship Stability and Trim,” by Percy Hillhouse. Published by Gieve's Publishing Co. (John Hogg), 13, Paternoster Row, London, E.C. Price 12 Shillings and Sixpence.

For Deviation of the Compass.—The “Admiralty Manual for the Deviations of the Compass,” to be obtained through any bookseller, or directly from His Majesty's Stationery Office at any of the addresses given on the title page of these Regulations; or Edward Ponsonby, 116, Grafton Street, Dublin. Price Six Shillings. “The Elementary Manual for the Deviations of the compass in iron Ships,” by E. W. Creak, published by J. D. Potter, 145, Minories, London, E.C. Price 10 Shillings.

For Meteorology, including Barometer, Thermometer and Hydrometer.—“A Barometer Manual for the use of Seamen; with an Appendix on the Thermometer, Hygrometer, and Hydrometer” (issued by the authority of the Meteorological Council). Price One Shilling Sixpence. And “The Seaman's Handbook on Meteorology.” Price Three Shillings Sixpence. To be purchased through any bookseller, or directly from His Majesty's Stationery Office at any of the addresses given on the title page of these Regulations; or Edward Ponsonby, 116, Grafton Street, Dublin.

For Prevailing Winds and Currents of the Globe.—“The Principal Winds and Currents of the Globe, etc.,” compiled from the various Admiralty Sailing Directions, Weather Charts, etc., by Captain Robert Jackson, R.N., and to be purchased either directly or through any bookseller, from Simpkin, Marshall and Company, Paternoster Row, London; or Henry Lewis, 114 High Street, Portsmouth. Price One Shilling.

For Trade Routes.—“Ocean Passages,” compiled from the various Admiralty Sailing Directions by Captain Robert Jackson, R.N., and to be purchased, either directly or through any bookseller, from Simpkin, Marshall and Company, Paternoster Row, London; or Henry Lewis, 114, High Street, Portsmouth. Price One Shilling.

For Tides.—“Tide Tables for the British and Irish Ports,” published annually by the Admiralty, and to be purchased, either directly or through any bookseller, from J. D. Potter, 145, Minories E., and 11, King Street, Tower Hill, E. Two parts. Price Three Shillings Sixpence each.

For Signalling.—The “Allied Signal Manual” may be obtained through any bookseller, or directly from H. M. Stationery Office at any of the addresses given on the title page of these Regulations; or Edward Ponsonby, 116, Grafton Street, Dublin. Price One Shilling.

For Elementary Science.—“General Elementary Science,” by W. Briggs. Published by the University Tutorial Press. Price Five Shillings and Sixpence.

Intending candidates are advised to procure these books to take to sea with them, so that they may study them during their leisure hours.

Instruments.—The Barometer (Kew pattern Marine Barometer), Thermometer and Hydrometer used in the examinations will be precisely similar to those supplied to shipmasters by the Meteorological Office for making observations on board ship.

## APPENDIX L.

(See Rule 81.)

## List of Colonial Certificates issued under Order in Council which are of the same force as those granted by the Board of Trade.

Colony.	CERTIFICATES.		Date of original Order in Council.	Date from which Order in Council takes effect.
	By whom granted in Colony.	Description.		
Victoria ... ..	* Marine Board ...	Master; 1st Mate; Only Mate; 2nd Mate; 1st class Engineer; 2nd class Engineer.	30th Mar. 1871 ...	4 Jan. 1870.
Canada ... ..	Minister of Marine and Fisheries.	Master; 1st Mate; Only Mate; 2nd Mate ...	19 Aug. 1871 ...	19 Aug. 1871.
New Zealand ...	Marine Department ...	1st class Engineer; 2nd class Engineer ...	10 Nov. 1886 ...	1 Jan. 1887.
New South Wales ...	† Department of Navigation.	Ditto ... ..	9 Aug. 1872 ...	1 May 1872.
South Australia ...	Marine Board ...	Master; 1st Mate; 2nd Mate; 1st class Engineer; 2nd class Engineer.	20 .. 1872 ...	18 June 1872.
Tasmania ... ..	Governor ... ..	Master; 1st Mate; Only Mate; 2nd Mate; 1st class Engineer; 2nd class Engineer.	12 May 1874 ...	12 May 1874.
Bengal ... ..	Governor ... ..	Ditto ditto ... ..	12 Feb. 1876 ...	1 April 1876.
Newfoundland ...	Lieutenant-Governor ...	Ditto ditto ... ..	27 June 1876 ...	27 June 1876.
...	Governor ... ..	Master; 1st Mate; Only Mate; 2nd Mate ...	14 May 1877 ...	14 May 1877.
...	...	1st class Engineer; 2nd class Engineer ...	19 July 1910 ...	19 July 1910.
Bombay ... ..	Ditto ... ..	Ditto ditto ... ..	11 .. 1877 ...	11 .. 1877.
Queensland ... ..	Marine Board ... ..	Master; 1st Mate; 2nd Mate 1st class Engineer; 2nd class Engineer.	26 Mar. 1873 ...	1 Oct. 1877.
Hong Kong ... ..	Governor ... ..	Master; 1st Mate; Only Mate; 2nd Mate; 1st class Engineer; 2nd class Engineer.	31 Dec. 1883 ...	1 Jan. 1884.
Straits Settlements ...	Ditto ... ..	Master; 1st Mate; 2nd Mate ... ..	1 May 1890 ...	1 June 1890.
...	...	1st class Engineer; 2nd class Engineer ...	1 .. 1890 ...	1 Aug. 1888.

\* The Steam Navigation Board was superseded by the Marine Board on the 31st December 1886. See Order in Council of the 23rd November 1893.

† The Marine Board was superseded by this Department of Navigation on the 17th March 1900.

NOTE.—The orders in Council giving Imperial validity to certificates of competency issued in Malta and Mauritius were revoked by an Order in Council dated the 15th August 1916.

## APPENDIX M.

## Form of Certificate for Indian Coasting Voyages as required by Rule 80.

Seaman discharged from \_\_\_\_\_ in a British Possession abroad.

Name and official number of ship.	Port of registry.	Tonnage.	Description of voyage or employment.*
1	2	3	4

Name of seaman.	Place of birth.	Date of birth.	No. of fund ticket (if any).	Capacity.	Date of entry.	Date of discharge.	Place of discharge.
1	2	3	4	5	6	7	8

Character for conduct.	Character for ability.	Date of sailing from Home Port.	Date of arrival at Home Port.

I certify that the above particulars are correct, and that the abovenamed seaman was discharged accordingly.

Dated this \_\_\_\_\_ day of \_\_\_\_\_ 19\_\_\_\_.

Seaman

Master.

\* Such as—Coasting.—Calcutta to Bombay and back to Calcutta.  
Coasting.—Bombay to Madras.



## APPENDIX N.

No. 122 Marine, dated the 12th August 1921.

NOTIFICATION—By the Government of Bengal, Marine Department.

In exercise of the power conferred by section 10 of the Indian Merchant Shipping Act, 1859 (I of 1859), and in supersession of the rules published under Bengal Government notification No. 84 Marine, dated the 22nd July 1919, the Governor in Council is pleased, with the previous sanction of the Governor General in Council, to make the following rules for the grant of certificates of competency as masters and mates of home-trade sailing vessels of a burden exceeding 300 tons, but not exceeding 1,000 tons. These rules are supplementary to the rules for the examination of masters and mates in the Mercantile Marine in force in Bengal:—

**Rules for examination of candidates for certificates of competency as master and mate of home-trade sailing vessels exceeding 300 tons, but not exceeding 1,000 tons burden.**

**A.—MATE'S CERTIFICATE.**

1. **Mate.**—A candidate for mate's certificate must be not less than 19 years of age and must have served four years at sea in the performance of deck duties in a sea-going vessel of not less than 100 tons burden. Eighteen months of this total period of service should have been rendered in a square rigged sailing ship. He must be able to read and write legibly an Indian vernacular language or to read and write legibly English and speak an Indian vernacular language. He must also satisfy the Examining Board that he has an adequate knowledge of elementary arithmetic, simple and compound, in his own language, up to the standard required in the duties of a mate.

2. **Examination in navigation.**—He must be able to take a bearing by compass, be conversant with the use of a Mercator's chart and be able to find on either a "true" or "magnetic" chart or plan, the course to steer and the distance from one given position to another. He must also be able to find the position of the ship on the chart by the following methods—

- (a) cross bearings of two different objects ;
- (b) two bearings of the same object, the course and distance run between the two bearings being given.

He must understand the reduction of soundings, the variation and deviation of the compass and the way in which to apply such variation and deviation ; also the marking, signs, and abbreviations shown in a chart. He must also have a working knowledge of the International Code of Signals.

3. **Examination in Seamanship.**—He must possess a thorough knowledge of the Rule of the Road as regards both steamers and sailing vessels, their regulation light and fog and sound signals. He must be able to describe the signals of distress and the signals to be made by ships wanting a pilot, and the liabilities and penalties incurred by the misuse of these signals, also the use and management of the rocket apparatus in the event of his vessel being stranded. He must be able to mark and use the lead and log-lines and to manage a ship's boat in heavy weather. He must have a thorough knowledge of anchor work, mooring and unmooring vessels, boat hoisting and lowering and making and furling sail. He must be able to read and understand the Barometer, the Thermometer and Aneroid. He must also understand the general requirements of practical seamanship and be able to answer any questions of a nature appertaining to the duties of a Mate which the Examining Board may think proper to put to him.

**B.—MASTER'S CERTIFICATE.**

1. **Master.**—A candidate for the Master's certificate must be not less than 21 years of age and must have served five years at sea—

- (a) in the performance of deck duties of which one year must have been in a capacity not lower than that of first or only Mate of a home-trade sailing ship of not less than 100 tons burden whilst holding a Mate's certificate for home-trade sailing ships or a second Mate's certificate for foreign-going vessels ; or
- (b) in the performance of deck duties of which two and a half years must have been in a capacity not lower than Second Mate of a home-trade sailing ship of not less than 100 tons burden in charge of a watch while holding a Mate's certificate for home-trade sailing ships or a Second Mate's certificate for foreign-going vessels ; or
- (c) one year of which must have been in command of a sea-going vessel of not less than 100 tons burden.

He must be able to read and write legibly an Indian vernacular language or to read and write legibly English and speak an Indian vernacular language and he must satisfy the Examining Board that he has a sound knowledge of elementary arithmetic, simple and compound, in his own language, up to the standard required in the duties of a master.

2. **Examination in navigation.**—In addition to the qualifications required of a Mate, a candidate for a Master's certificate will be required to find on a chart the course to steer by compass in order to counteract the effects of a given current and to find the distance the ship will make good